

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## AMARILLO, TEX.

Early Grain & Elev. Co., whol. grain, hay, seeds.  
Plains Grain Co., E. S. Blasdel, grain, field seeds.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.\*

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.\*

## BALTIMORE, MD.

Chamber of Commerce Members.  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers & expts.\*  
Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.\*  
Jones & Co., H. C., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, commission merchants.\*  
Steen & Bro., E., hay and grain.\*

## BINGHAMTON, N. Y.

Empire Grain & Elev. Co., grain feed shippers

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.  
Hasenwinkle Grain Co., grain brokers.  
O'Neill & Gyles, grain brokers.  
Slick & Co., L. E., buyers and shippers.

## BOSTON, MASS.

Chamber of Commerce Members.  
Bensaquin, Matthew D., grain brokerage, com'n.\*  
McLean-Alpine Co., The, hay and grain.  
Ranlet Co., The D. W., grain and mill feed.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feed.

## BUFFALO, N. Y.

Corn Exchange Members.  
Alder-Stofer Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns Grain Co., grain commission.  
Churchill Grain & Seed Co., buyers, shippers.\*  
Electric Elevators & Mfg. Co., recvrs. and shippers.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly commission.  
Heinold, John G., grain and feed.  
Irwin, Dudley M., barley.  
Pratt & Co., grain commission.\*  
Ratliffe, S. M., consignments solicited.  
Sparr Grain Co., O. G., grain, com., barley a specialty.  
Townsend-Ward Co., grain commission.\*  
Urmston Grain Co., grain commission.\*

## CAIRO, ILL.

Board of Trade Members.  
Antrim & Co., H. S., receivers and shippers.\*  
Haliday Elevator Co., corn, oats.\*  
Hastings Co., Samuel, receivers and shippers.  
Magee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

## CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.  
Edwards, A. H., grain broker.  
Johnson & Co., C. E., grain brokers.

## CHICAGO, ILL.

Board of Trade Members.  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Carden, grain and seeds.  
Calvin & Co., Wm. H., grain brokers.  
Carhart Code Harwood Co., grain commission.\*  
Cowan Co., W. S., commission, grain and seeds.  
Crigton & Lesier, grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Fitch & Co., Walter, W. K. Mitchell, Mgr.\*  
Fraser Co., W. A., grain commission.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Holt & Co., Lowell, commission, grain and seeds.  
Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
McKenna & Rodgers, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*

## CHICAGO—Continued.

The Moses Rothschild Co., general grain com'n.  
Nash-Wright Grain Co., grain, prov., seeds.\*  
Norris & Co., grain merchants.\*  
Nye & Jenks Gr. Co., commission merchants.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Quinn, Geo. B., grain commission.  
Rang & Co., Henry, grain commission.  
Re Qua Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., receivers and shippers.  
Rothschild Co., D., grain merchants.  
Rumsey & Company, grain commission.\*  
Sawyers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Udokie Commission Co., grain commission.\*  
Vehon & Co., M. L., grain commission.  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain seeds.

## CINCINNATI, O.

Chamber of Commerce Members.  
Allen & Munson, grain, hay, flour.\*  
Bender, A., grain, brokerage & com'n.  
Blumenthal, Max, grain, barley a specialty.\*  
Brown & Co., W. L., consignments.  
Cincinnati Grain Co., commission merchants.  
Collins & Co., grain commission.\*  
Ellis & Fleming, grain and hay.\*  
Emrick Co., C. S., grain and hay.  
Ferguson Grain Co., grain, hay and feed.\*  
Fitzgerald Bros. Co., strictly commission.\*  
Gale Bros. Co., grain, hay, feed.\*  
Gray, Ralph, receiver and shipper.  
Howard, H. W., grain and hay.  
Kramer, W. H., grain and hay.  
Maguire & Co., grain, hay commission.  
McQuillan & Co., grain, hay and feed.\*  
Perin Bros., millers and grain merchants.\*  
Richter Gr. Co., grain, hay, flour, feed.  
Schmidt & Walker Co., white corn goods.\*  
Stafford & Gale, grain and hay.  
Trent Mfg. Co., receivers and shippers.  
Union Gr. & Hay Co., grain buyers & commiss'n.\*  
Van Luenen & Co., Paul, consignments.\*  
Van Luenen Co., The, grain and hay.  
Weber, W. H., grain, hay and feed.  
Whitcomb & Root, grain, hay, millfeed.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. I., grain and millfeed.\*  
Bennett, W. A., receivers grain, hay & millfeed.  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., receivers and shippers.\*  
Kemper, J. F., grain, hay and millfeed.  
Sheets Bros. Elev. Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain, hay and straw.  
Star Elev. Co., receivers, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DAVENPORT, IOWA.

Interior Grain Co., buyers and sellers of grain.

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*  
Kizer & Co., grain brokerage.

## DENVER, COLO.

Board of Trade Members.  
Ady & Crowe Mercantile Co., grain, hay.\*  
Longmont Farmers Mill & Elev. Co., flour, grain.  
Scott, E. E., broker grain, cottonseed meal, bags.

## DES MOINES, IA.

Des Moines Elevator Co., receivers and shippers.  
Lockwood Grain Co., B. A., grain & millfeeds.\*  
Squires Grain Co., S. E., grain merchants.\*  
Taylor & Patton Co., buyers and shippers.\*  
Wright & McWhinney, grain com'n merchants.

## DETROIT, MICH.

Board of Trade Members.  
Caughy & Carran, grain and seeds.  
Dumout, Roberts & Co., receivers, shippers.\*  
H. M. Hobart & Son, grain, hay, millfeeds.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
McLane, Swift & Co., grain buyers.\*  
Simmons & Co., F. J., grain, hay and straw.\*

## DULUTH, MINN.

Johnson-Olson Gr. Co., grain commission.

## EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

## FORT WAYNE, IND.

Egley-Doan Elev. Co., grain, hay and seeds.

## FORT WORTH, TEX.

Grain and Cotton Exchange Members.  
King-Douglas, W., grain, feedstuff & brokerage.  
Kolp, E. E. & D. C., grain and seed dealers.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Werner Wilkens Grain Co., receivers & shippers.

## FOSTORIA, O.

Fostoria Grain Co., receivers & shippers of grain.\*

## FRANKFORT, IND.

Frank & Co., Wm., grain brokers.\*

## GALVESTON, TEX.

Board of Trade Members.  
Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay, exporters.  
Wisrodt Grain Co., wholesale grain elev., facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## INDIANAPOLIS, IND.

Board of Trade Members.  
Boyd, Bert A., Indianapolis commission man.\*  
Capitol Grain Co., grain commission.  
Hoosier Grain Co., commission & brokerage.  
Jordan & Montgomery Co., wholesale grain.  
Klaney Grain Co., H. E., receiver and shipper.\*  
Minor, E. B., grain consignments solicited.  
Mutual Grain Co., grain commission.\*  
Reliance Grain Co., recvrs. & ship's hay & grain.  
Shotwell & Co., C. A., grain, flour, feed.  
Witt, Frank A., grain commission & brokerage.

## JACKSON, MICH.

Shelden, Willis E., track buyer of grain.\*  
Stockbridge Elevator Co., grain, beans, hay.

## KANSAS CITY, MO.

Board of Trade Members.  
Barrett Grain Co., grain commission.  
Benton Grain Co., screenings and seeds.  
Carlisle Commission Co., hay specialists.  
Christopher & Co., B. C., commiss'n & kafir corn.\*  
Clay Grain Co., F. B., grain commission.\*  
Croysdale Grain Co., grain commission.  
Davis & Co., A. C., grain commission.\*  
Denton Kuhn, Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Com. Co., E. D., grain commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fox-Miller Grain Co., receivers and shippers.  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Gregg Grain Co., Mason, commission merchants.  
Hinds Grain Co., The, receivers, shippers.  
Hoebel Grain Co., grain commission.  
Houston Carpenter Gr. Co., cash & futures, grain.  
Logan Bros. Grain Co., grain commission.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Morrison Grain Co., grain merchants.  
Nicholson Gr. Co., W. S., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Roaben-Cary Grain Co., grain, flour, millfeed.\*  
Russell Grain Co., hay our specialty.  
Shannon Gr. Co., consignments solicited.\*  
Steele & Co., H. H., grain and seeds.\*  
Terminal Elevators, receivers, shippers.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.\*

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KOKOMO, IND.

Dutchess, Owen A., grain broker.  
Farnsworth, F. H., grain broker.

## LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

## LITTLE ROCK, ARK.

Gordy Co., C. L., grain and millfeed brokers.

## LOUISVILLE, KY.

Board of Trade Members.  
Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Brandels & Son, A., recvrs. & shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.  
Edinger & Co., grain, hay, flour.  
Menefee & Co., R. H., grain and hay.  
Schuff & Co., A. O., grain and hay.\*  
Thomson & Co., W. A., corn, oats and rye.  
Verhoff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

### MEMPHIS, TENN.

#### Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.  
Davis & Andrews Co., grain dealers.\*  
Horton & Co., J. B., grain & hay commission.  
Scruggs-Robinson Co., brokers & com. merchants.  
U. S. Feed & Grain Co., grain, hay, millfeed.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., grain, hay and millfeed broker.

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLE POINT, OHIO.

Pollock, H. G., track buyer of grain, hay, straw.

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Armstrong Co., W. J., hay merchants.  
Bartlett & Son Co., L., grain commission.\*  
Donahue-Stratton Co., grain dealers.\*  
Ellsworth, B. G., grain consignments.  
Hadden Co., E. G., grain commission mchts.\*  
Johnstone & Templeton, grain commission.  
Kamm Company, P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Owen & Co., O. C., grain commission merchants.  
Owen & Brother Co., grain commission.  
Rankin & Co., M. G., shippers, corn, oats, barley.  
Rialto Elvtr. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Benson-Newhouse-Stabeck Co., grain commission.\*  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Dalrymple, Wm., grain commission, receiver.\*  
Davies & Co., F. M., grain commission.\*  
Fraser-Smith Co., grain commission.\*  
Gatchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
McDonald & Wyman, grain commission.\*  
Minnesota Grain Co., grain commission.\*  
Poehley Company, H., grain commission.\*  
Quinn Shepherdson Co., grain commission.\*  
Rihelddaffer Co., J. H., grain com's'n merchants.\*  
Stair, Christensen & Timmerman, gr. commission.\*  
Turtle & Co., grain commission.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.\*  
Wernli-Anderson Co., grain commission.\*  
Wyman & Co., C. C., grain commission.\*  
Zimmerman, Otto A., barley specialist.\*

### MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

### NASHVILLE, TENN.

Rose, Caswell E., corn, oats, hay, feedstuffs.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.\*

### NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

### NEW ORLEANS, LA.

McInnis, A. H., br ker, grain, hay, cottonseed pdts.

### NEW YORK CITY.

#### Produce Exchange Members.

Cushing & Brandt, grain commission, buyers.\*  
Forbell & Co., L. W., grain commission.\*  
Kensch & Schwartz Co., oats, corn, wheat.  
Robinson, G. B., Jr., grain and millfeeds.  
Yellowlee, R. A. & Co., grain commn. mchts.\*

### NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.  
LeGrand & Burton, grain and hay brokers.\*

### NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

### OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds, alfalfa meal.  
Kolp, E. R. & D. C., grain and seed dealers.

### OMAHA, NEB.

#### Grain Exchange Members.

Beal-Vincent Grain Co., receivers, shippers.\*  
Cavers Elevator Co., receivers and shippers.\*  
Crowell Elevator Co., receivers, shippers.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Huntley, E. E., broker.  
Imperial Mfg. Co., grain consignments.  
McCaull-Dinsmore Co., grain.  
Merriam Commission Co., consignments.  
Nebraska-Iowa Gr. Co., consignments a specialty.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Gr. Co., Geo. A., grain dealers.  
Saunders-Westrand Co., receivers and shippers.  
Taylor Grain Co., brokers.\*  
Thresher, E. R., grain broker.  
United Grain Co., grain commission.  
Urdike Grain Co., grain commission.  
Weekes Grain Co., receivers and shippers of grain.  
Welsh Grain Co., grain and hay commission.

### PEORIA, ILL.

#### Board of Trade Members.

Arnold & Co., F. W., grain consignments solicited.  
Bowman & Co., Geo. L., grain commission.  
Buckley, Pursley & Co., grain and seeds.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman, C. H., grain commission.  
Grier & Co., T. A., grain commission.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Baringer, M. F., grain and millfeed.\*  
Brazier, W. P., Mgr., Finley Barrell & Co.  
Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., E. L., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Edw. M., grain and feeds.  
Standard Hay & Grain Co., grain, hay & straw.  
Stites, A. Judson, grain and millfeed.

### PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.\*

### PITTSBURG, PA.

#### Members Grain and Hay Exchange.

Armstrong & Clark, grain, hay & millfeed.\*  
Austen Bros., grain, hay and millfeed.\*  
Elwood & Co., R. D., hay and grain.\*  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.\*  
Hardman & Hook, grain, hay and millfeed.\*  
Heck & Co., W. F., grain, hay and millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
Mahood Hay & Grain Co., hay, corn & oats.\*  
McCaffrey's Sons Co., Daniel, hay, gr'n, millfeed.\*  
McCaue, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.\*  
Stewart, D. G., & Geldel, grain, hay and feed.\*  
Walton Co., Sam'l, grain and hay.\*

### PONTIAC, ILL.

Rothach Paul A., grain buyer, all markets.  
Worth & Rowe, grain brokers.

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

### RICHMOND, VA.

Adams Gr. & Prov. Co., grain, feeds, seeds.  
Beveridge & Co., S. T., grain, hay, feeds, seeds.  
Fairbank & Co., S. G., grain, hay, seeds.  
Southern Brokerage Co., grain, hay, feeds & seeds.

### SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

### SAN ANTONIO, TEXAS.

Prescott & Co., whol. grain & cottonseed pdts.

### SIoux CITY, IOWA.

#### Board of Trade Members.

Fields & Slaughter Co., grain, hay and feed.  
Flanley Grain Co., grain commission.  
Iowa-Dakota Gr. Co., grain & com. merchants.

### SIoux FALLS, SO. DAK.

German Grain Co., buyers and shippers.

### ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dlr. and broker.\*  
Musterman & Co., Wm., grain, hay, revrs., shprs.

### ST. LOUIS, MO.

#### Merchants Exchange Members.

Connor Bros. & Co., grain.\*  
Elmore Schultz Gr. Co., revrs. & shprs, grain.  
Goffe & Carkener Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.  
Green Commission Co., W. L., grain.\*  
Kennedy Grain Co., receivers, shippers.  
Langenberg Bros. & Co., grain commission.\*  
Morton & Co., grain, hay and seeds.  
Nanson Commission Co., grain commission.\*  
Pickett & Beardsley Com. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.\*  
Toberman, Mackey & Co., consignments solicited.

### STREATOR, ILL.

Mills & Clifford, grain merchants.

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TIPTON, IND.

Urmston Grain Co., receivers and shippers.

### TOLEDO, O.

#### Produce Exchange Members.

Central Grain Co., The, buyers and shippers.\*  
De Vore & Co., H. W., grain and seeds.\*  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover, seed.\*  
Paddock-Hodge Co., The, receivers & shippers.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, revrs. & shippers of gr.  
Zahn & Co., J. F., grain, seeds.\*

### TOPEKA, KAN.

Norton Grain Co., milling wheat a specialty.

### TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

### WASHINGTON, D. C.

Craig, J. V., hay and grain broker.\*

### WICHITA, KANS.

#### Board of Trade Members.

Woodside-Smith Gr. Co., receivers & shippers.

### WINFIELD, KANS.

Hayes & Co., John, wholesale grain.  
Head Grain Co., grain, millfeed, seeds.

\*Members Grain Dealers National Association.

## BALTIMORE CHAMBER OF COMMERCE MEMBERS

**CHAS. ENGLAND & CO.**  
Commission Merchants  
**GRAIN :: HAY :: SEEDS**  
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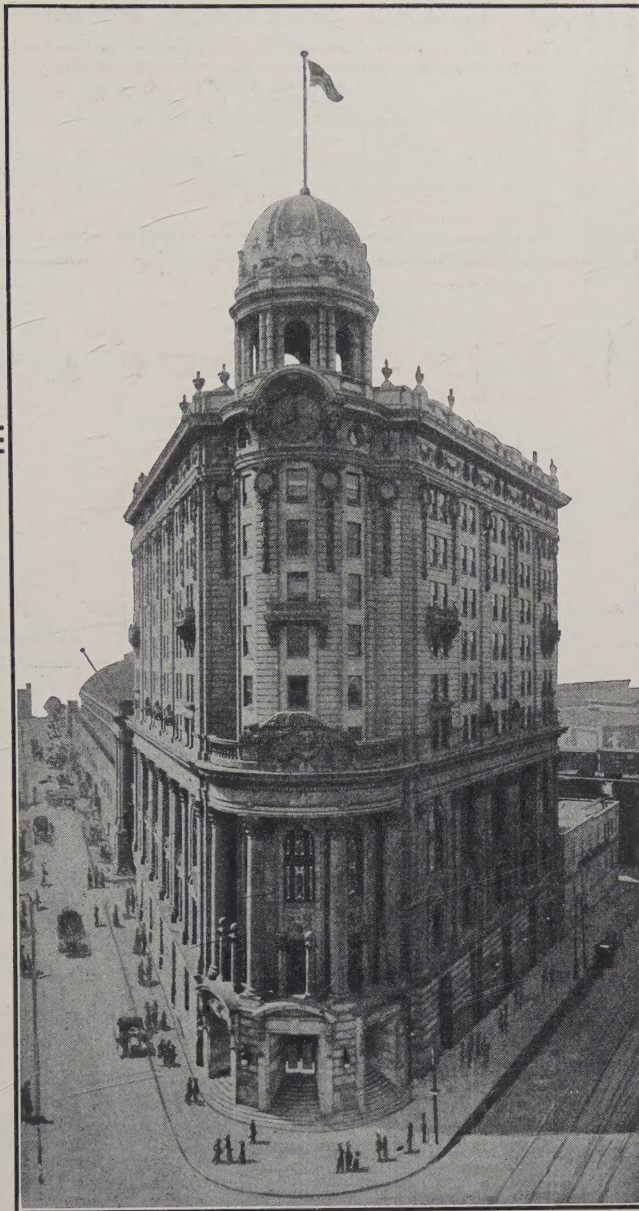
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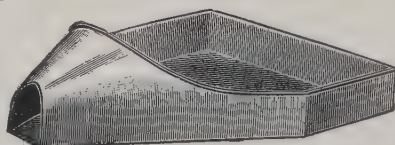
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## MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS



MINNEAPOLIS DULUTH

GRAIN BOOKS

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**OLSON**  
PRINTING  
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## J. H. Riheldaffer Co.

153 Chamber of Commerce Annex  
MINNEAPOLIS

## Grain Commission

Careful personal attention given to  
consigned grain. We know its value.



SHIP TO  
H. POEHLER CO.  
EST. 1855  
GRAIN COMMISSION  
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**MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS**

**The VAN DUSEN-HARRINGTON Co.**  
**GRAIN COMMISSION**

Write for prices and samples. We solicit your consignments and futures business.

Minneapolis Winnipeg Duluth

**Don't blame the Market**

Blame yourself for not sending those  
Consignments to

**WERNLI-ANDERSON CO.**  
Minneapolis, Minn.

**H. L. HANKINSON & CO.**  
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MILWAUKEE MINNEAPOLIS DULUTH

**Any Weight**

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

**Grain Dealers Journal**  
CHICAGO - ILLINOIS

**GOULD GRAIN CO.**

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**Consignments**

**A Specialty**

Write for our Special Market Letter

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Consign Your Grain

To

**Cargill**  
**Commission Company**

Good Sales  
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Absolute Security  
Courteous Treatment

Write for Market Letter and Barley  
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**an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

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We are in position to give "Help" to all consignors of grain and as for facilities, "WE got 'em."

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**PERSONAL ATTENTION ASSURED.****Buffalo Cereal Company**

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RECEIVERS and SHIPPERS

**GRAIN**

Consignments Solicited

319 Chamber of Commerce, **BUFFALO, N. Y.****PRATT & CO.****Grain Commission Merchants**

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**BUFFALO, N. Y.****REMEMBER**

When making consignments  
to Buffalo, that we do a

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Members of Corn Exchange,

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Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, . . . . . 19. . ." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

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315 S. La Salle Street

**Chicago, Illinois**

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Consignments  
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For cash offers on grain en route or on track, wire TIPTON, IND. office

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342 Produce Exchange  
NEW YORK CITY

**Keusch & Schwartz Co., Incorporated**  
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Since 1874.  
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Wanted. What have you?

*Offers always welcome.***CUSHING & BRANDT**

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Buy, Sell, Handle Consignments,  
Grain and Hay, make Pure Corn  
Chops, Sack grain, quote prices de-  
livered any R. R. station.

**Imperial Milling Co. Elevator**

Office, Brandeis Bldg., Omaha, Neb.  
We buy and sell Grain, Sack Grain,  
and Solicit Consignments.

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Personal Attention,  
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Try the next car to

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**Omaha and the Updike Grain Co.**

are one to the man who has tried and  
knows where and to whom to bill his

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"More-than-satisfactory-service"

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Best of attention given each shipment.  
Your Consignments Solicited.

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623 Board of Trade Bldg. Both Telephones 18  
We operate our own Terminal Elevator  
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**INDIANAPOLIS INDIANA**

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**Hoosier Grain Co.**

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614 Board of Trade Building  
Both Phones 883 **INDIANAPOLIS**

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This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the  
book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross,  
Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub  
is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels  
.....pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are  
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**GRAIN DEALERS JOURNAL**

**SIOUX CITY GRAIN EXCHANGE MEMBERS**

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**GRAIN COMMISSION**

We solicit consignments and we make high track bids. Phone or wire us for bids, also  
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**Grain and Commission Merchants**  
FURNISHING GRAIN TO MILLS AND  
INTERIOR POINTS A SPECIALTY  
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**Do You Want**

The grain trade news? Then sub-  
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**Wholesale Grain Dealers**  
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We make track bids and quote delivered prices.  
Solicit consignments of Grain and Clover Seed.  
Members Toledo Produce Exchange and Chicago  
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*Shippers of Corn and Oats*  
**WHOLESALE GRAIN DEALERS**  
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 None are more able to give you this than we.  
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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

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**T. P. GORDON COMMISSION CO.**  
 Grain Merchants, St. Joseph, Mo.  
 On your next shipment  
 Our service plus personal attention will net you results.

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 Cash buyers of all kinds of grain, for the New England Territory. Sample wheat, barley, screenings, oat-feed, malt sprouts, etc., specialties. We solicit correspondence

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 GRAIN, HAY and SEED MERCHANTS  
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**CASH GRAIN**  
 We Buy Grain for All Markets.  
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**Write Us** H. J. Hasenwinkle Co., want your consignments for the Memphis market.

**STOCKBRIDGE SERVICE SATISFIES**  
 "That's the Reason"  
 Stockbridge Elevator Co., Jackson, Mich.

**INTERIOR GRAIN COMPANY**  
**BARLEY A SPECIALTY**

We buy and sell BARLEY, OATS, CORN. SEND us SAMPLES for bids. WRITE, TELEGRAPH, PHONE us for prices.  
 Ship your grain to us for bids. If not accepted, we will forward to your Commission House, Chicago or Milwaukee.  
 We pay drafts, order bill lading attached, give you official weights and make quick returns.

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**SALVAGE**  
**GRAIN WANTED**  
**W. E. SHELDEN JACKSON MICHIGAN**

**Fort Wayne, Ind.**  
**Egley-Doan Elevator Company**

Receivers and Shippers of  
**Corn and Oats**

Fresh Country Run Stock Our Specialty  
 ASK FOR PRICES



Intercommunication  
reduced  
to its simplest form  
by

# *Western Electric Hand Set Inter-phones*

Non-flush



Type



The most convenient form of intercommunicating telephone — receiver, transmitter and ringing button all on one handle.

The hand set Inter-phones may be placed anywhere on the wall or on the side of a desk—out of the way but within reach.

Your organization — your work will benefit by them — Write us for details and prices.

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Manufacturers of the 7,000,000 "Bell" Telephones

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EQUIPMENT FOR EVERY ELECTRICAL NEED

Flush



Type





GET OUR PRICES ON  
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BEFORE BUYING.  
WE WILL SAVE YOU  
MONEY.

SPECIAL PRICES ON COMPLETE  
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EVERYTHING  
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ELEVATOR

CAN BE  
HAD

FROM THE

American Supply Co.  
OMAHA, NEB.

LARGEST STOCK GRAIN ELEVATOR  
MACHINERY & SUPPLIES LOWEST PRICES  
GASOLINE ENGINES, SCALES, CONVEYING MACHINERY ETC.

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Ear Corn Feeders  
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PULLEYS

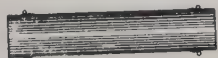
Cast Iron, Steel  
Rim, Wood Split,  
Friction Cutch,  
LARGE STOCKS



We make and sell  
all styles of Coup-  
lings, including the  
Dyersford Com-  
pensation Coupling.



BIG GATES OF  
ALL KINDS



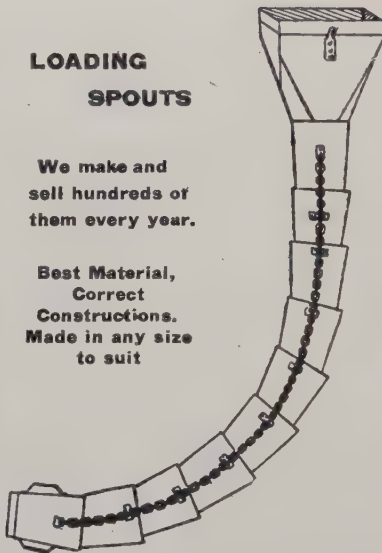
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Joints and all  
Sheet Metal  
Work.

SECTIONAL STEEL  
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SPOUTS

We make and  
sell hundreds of  
them every year.

Best Material,  
Correct  
Constructions.  
Made in any size  
to suit



Sprocket  
Chain  
All  
Sizes



SPROCKET  
WHEELS

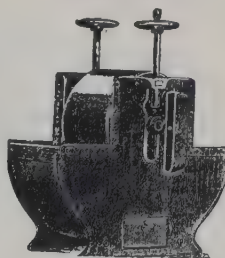
Plain, Split, or  
with Clutches.



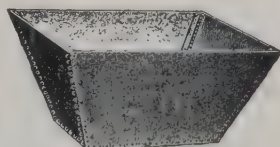
CAR MOVERS  
EASY  
ATLAS  
SAMSON  
SHELDON  
SPECIAL



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CAST IRON BOOTS,  
ADJUSTABLE,  
ALL SIZES.



BOOT PANS, All Sizes.



SALEM CUPS.



CUP BOLTS  
All Kinds.



Rubber  
and  
Leather  
Belting



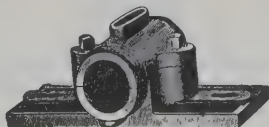
Our seamless Rubber Belting is the best for  
elevator service and is guaranteed.



MACHINE CUT LACING

Rawhide and  
Indian Tan  
Best Quality

Ask for our Handy Net Price  
Catalog.



complete line of bearings,  
Plain and Self-Oiling.



By Comparison always found to be the best. We  
carry a full line Wagon, Hopper and Dump Scales.

Ask us about Corn shellers and cleaners.



GRAIN TESTERS

Both the  
HOWE and  
CHAMPION  
carried in  
stock.



**Every waiting wagon is  
another argument for the  
installation of a**

## **"WESTERN" SHELLER**

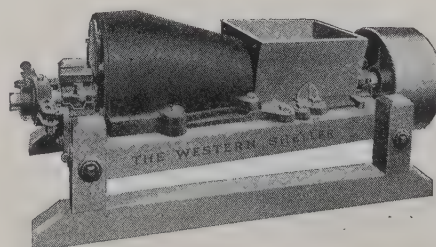
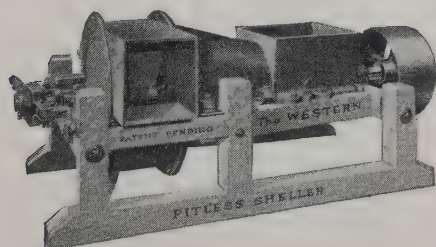
A waiting wagon of ear corn signifies:—

- either a sheller of too small capacity to handle a continuous dumping of wagons,
- a break-down,
- a choke-up,
- and an unprofitable, unsatisfactory and irksome handling and shelling of corn.

There's no waiting, no break-downs, no choke-ups, and always a profitable, easy, quick and cheap handling and shelling of corn in the elevator with a "WESTERN" SHELLER.

When the new crop begins to move, corn moves fast and all at once. The man who can handle corn faster, better and cheaper, invariably gets more to handle and makes the greater profits.

"WESTERN" SHELLERS handle more corn faster, better, easier, and on less power than any other sheller made. They are easily adjusted to all kinds and conditions of corn while running, and WILL NOT CRACK OR MILL THE GRAIN. Simple, strong, durable, and are of capacity from 125 to 2,500 bushels per hour.



Now is the momentous moment to investigate the "WESTERN" SHELLERS. Now is the best time to send us your requirements, that our elevator engineers might send you specifications and estimates of a sheller satisfying every one of your sheller needs. Now is the time to write for our book "Everything from Pit to Cupola." Now write now to

**UNION IRON WORKS**

**Decatur, Ill.**





**OLDEST** and largest manufacturer of Rubber Belting for conveying and elevating grain, etc., etc.

## New York Belting & Packing Co.

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2nd Avenue, N., and 3rd Street  
MINNEAPOLIS, MINN.

They can't make a better rubber belt than

# SALISBURY "R.F.&C."

**Solid Woven Rubber Belting**

Absolute  
Rubber Belt Satisfaction  
Guaranteed  
in

## "R. F. & C."

—the belt behind the highest service records.  
We can convince you. Will you let us?

Let us send you samples for your comparison and inspection.

## W. H. SALISBURY & CO., Inc.

Manufacturers and Distributors of High Grade  
Leather and Rubber Belting, Hose, Packing, Etc.

Established 1855

CHICAGO, ILL.

There is nothing in Goodrich Advertising  
That isn't in Goodrich Goods



## Let our 43 years' experience save you money

When making installations or replacements of grain conveying belt, let our long experience save you money.

We have a specially built belt that will give you just the kind of service you want and prove most economical, too—

# Goodrich Grainbelt

The duck is specially designed for this use to give rigidity lengthwise and flexibility crosswise. The friction and cover are of high quality. Gives long years of service. Grainbelt runs straight and true. Doesn't spill. It's the belt for you.

*Write for full particulars*



## The B. F. Goodrich Company

Makers of Goodrich Tires and  
Everything that's best in rubber

Factories AKRON, O.  
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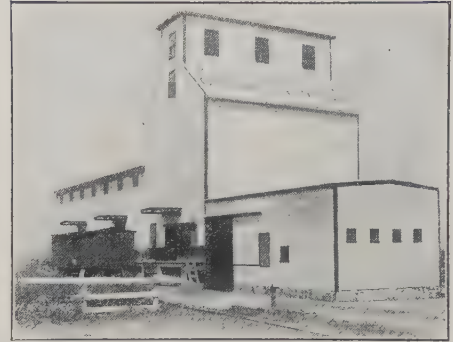


## This Roofing Never Costs a Cent for Maintenance

It's false economy to put your money in a "cheap" roofing that has to be painted, regravled or repaired every year or two. The *real* cost of a roofing is the *purchase price* plus the *cost of maintenance*.

J-M Asbestos Roofing is the only ready roofing that never requires a single cent's worth of coating, graveling or other protection. Therefore it *costs less per year of service* than any other roofing.

This roofing never needs any protection, because it is made of layers of stone (Asbestos) felt securely cemented together with Trinidad Lake Asphalt. It is *mineral through and through*—literally a sheet of *pliable stone*. There isn't a particle of perishable material in



Ketchum & Co. Grain Elevator, Salem, Mass.  
Roofed with J-M ASBESTOS ROOFING

## J-M ASBESTOS ROOFING

Is it any wonder that this stone roofing is not affected by rain, heat, cold, salt air, chemical fumes, etc., and that it affords absolute protection against fire? And is it any wonder that this roofing is still in good condition on hundreds of buildings after more than 25 years of service?

J-M Asbestos Roofing comes in rolls ready to lay; also furnished in built-up form. Suitable for any type of building. Easy to lay. J-M Roofing Cleats, packed in each roll, make absolutely water-tight laps and give the entire roof a handsome white appearance.

Your dealer sells J-M Asbestos Roofing—if not, order from our nearest branch.

Write for sample of the curious Asbestos Rock from which this Roofing is made, and Catalog No. 303.

## H. W. JOHNS MANVILLE CO.

Manufacturers of Asbestos  
and Magnesia Products

**ASBESTOS**

Asbestos Roofings, Packings,  
Electrical Supplies, etc.

Albany  
Baltimore  
Boston

Buffalo  
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Cincinnati

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Dallas  
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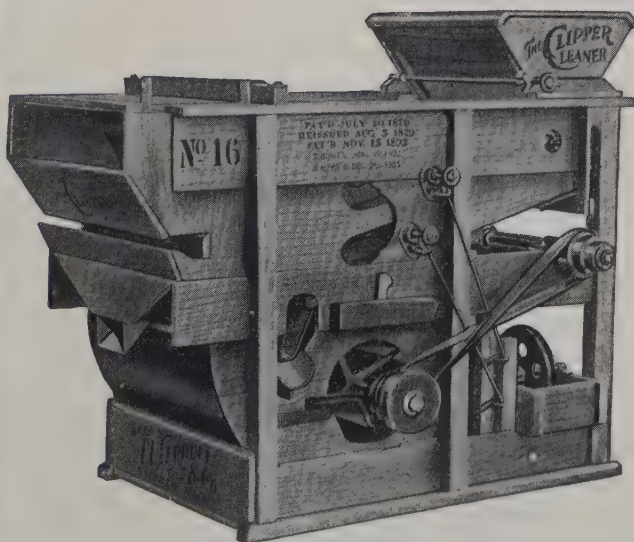
Louisville  
Milwaukee  
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Philadelphia  
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Syracuse  
1967

## The No. 16 Clipper Seed and Grain Cleaner



This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

*This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.*

**A. T. FERRELL & CO.**

SAGINAW, W. S.

MICH.



## Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

## Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

## Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

*The*  
**Strong-Scott Mfg. Co.**  
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,  
Richardson Automatic Scales,  
Knickerbocker Dust Collectors

**Outlasts Stone** **The Adel Vitrified Tile Corn Crib**

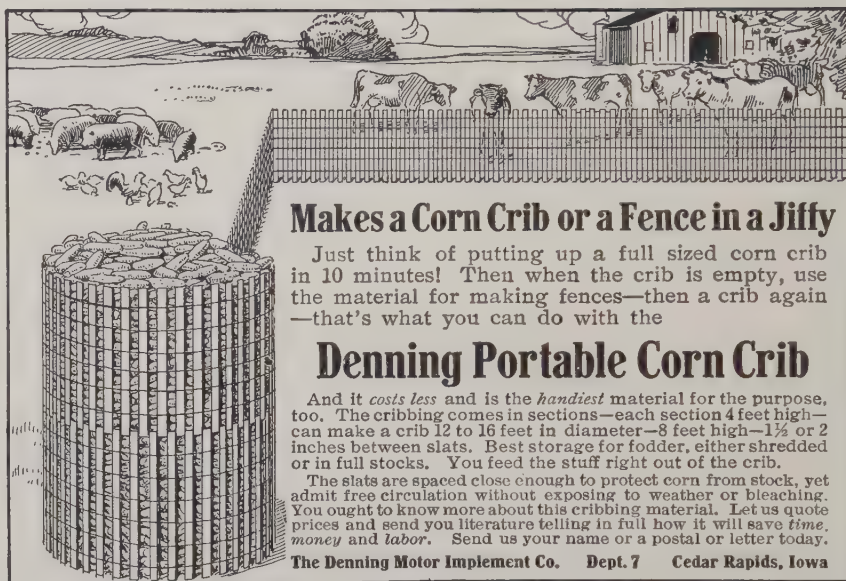
**Cheaper Than Wood**  
**Yet Stronger, Better and 10 Times as Durable**

Mr. Farmer, before you buy or build a corn crib of any kind, write for our free book and read the facts about the "ADEL." We can **save you money** and furnish you a corn crib that has no equal on earth—one that has **17 distinct advantages over any other.** The "ADEL" is constructed throughout with the famous Adel Vitrified Hollow Tile—more durable than the best stone—which makes this crib absolutely

**RAIN AND RAT PROOF**

Cannot rot. Because of its cylindrical construction—strongest type known—it cannot rack in high winds. Nearly  $\frac{3}{4}$  entire surface open, affording perfect ventilation which prevents moulding of corn, and grades it better. Filled without moving elevator; emptied without a single fault. We also furnish plans for combining grain bins with corn cribs. Send for free book.

**ADEL CLAY PRODUCTS COMPANY, Dept. Adel, Iowa**



**Makes a Corn Crib or a Fence in a Jiffy**

Just think of putting up a full sized corn crib in 10 minutes! Then when the crib is empty, use the material for making fences—then a crib again—that's what you can do with the

**Denning Portable Corn Crib**

And it *costs less* and is the *handiest* material for the purpose, too. The cribbing comes in sections—each section 4 feet high—can make a crib 12 to 16 feet in diameter—8 feet high— $1\frac{1}{2}$  or 2 inches between slats. Best storage for fodder, either shredded or in full stocks. You feed the stuff right out of the crib.

The slats are spaced close enough to protect corn from stock, yet admit free circulation without exposing to weather or bleaching. You ought to know more about this cribbing material. Let us quote prices and send you literature telling in full how it will save *time, money and labor.* Send us your name or a postal or letter today.

**The Denning Motor Implement Co. Dept. 7 Cedar Rapids, Iowa**

## Everything for the Elevator

## Bland's Flexible Spouts

Interchangeable Sections  
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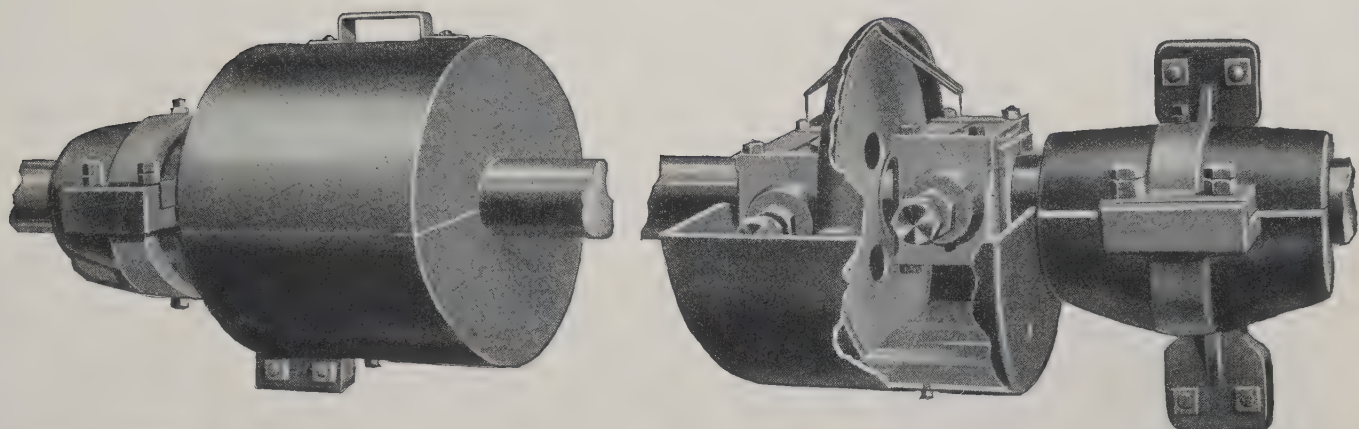
Slippage is avoided by the utilization of the wedge principle.

WRITE TODAY FOR DESCRIPTIVE BOOKLET, No. 115

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# "MONITOR"



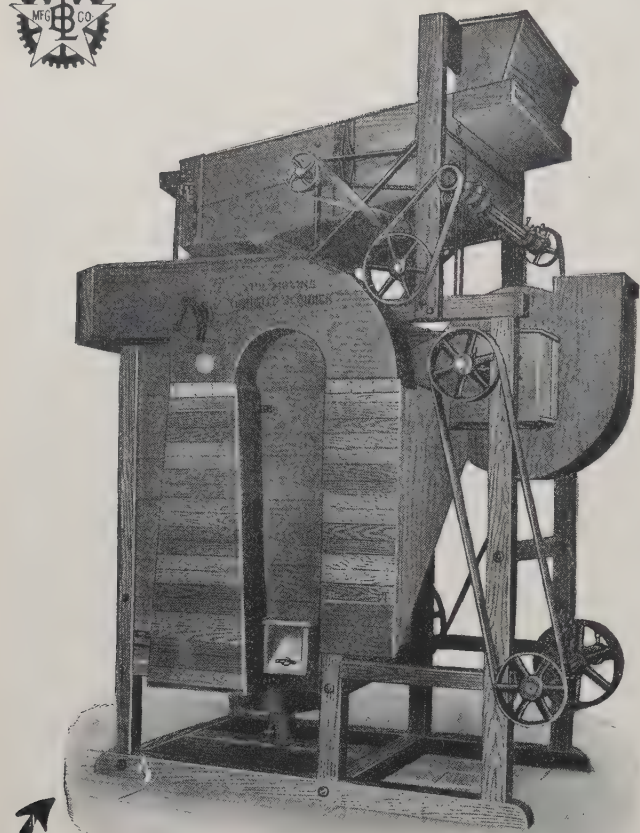
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**A plain iron disc proves to be what inventors searched for over 40 years**

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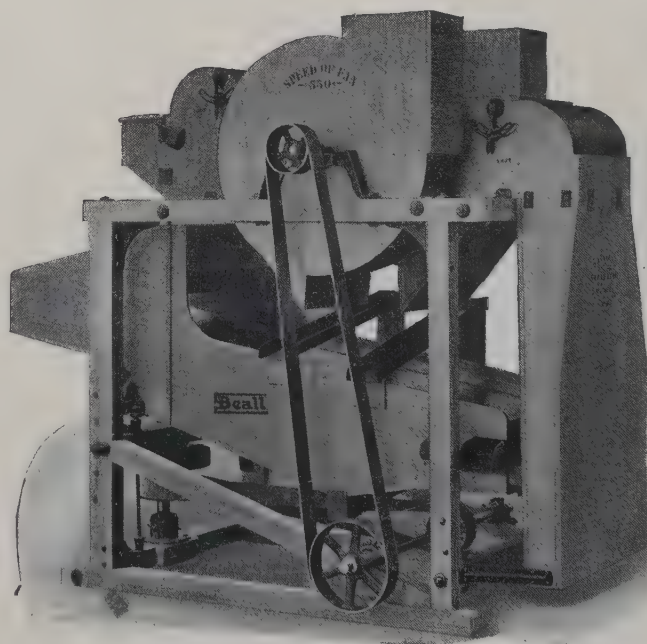
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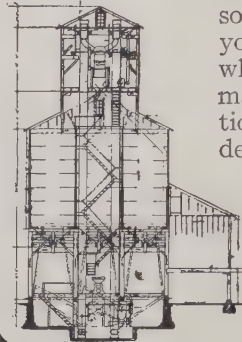
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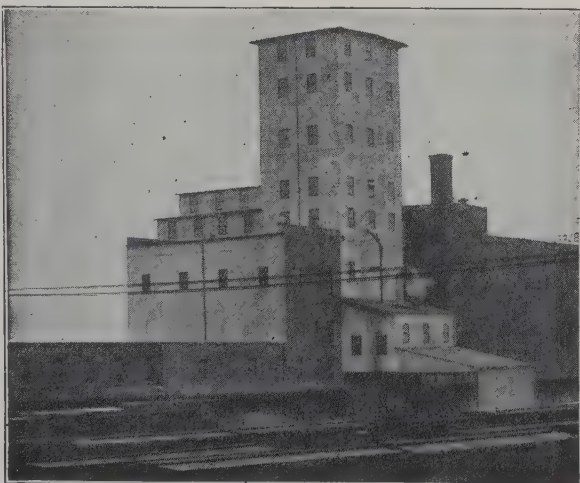
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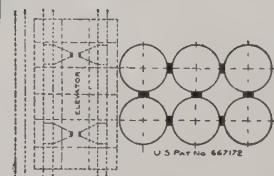
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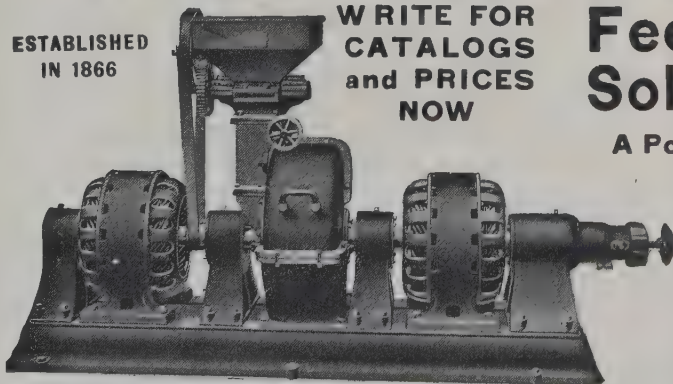
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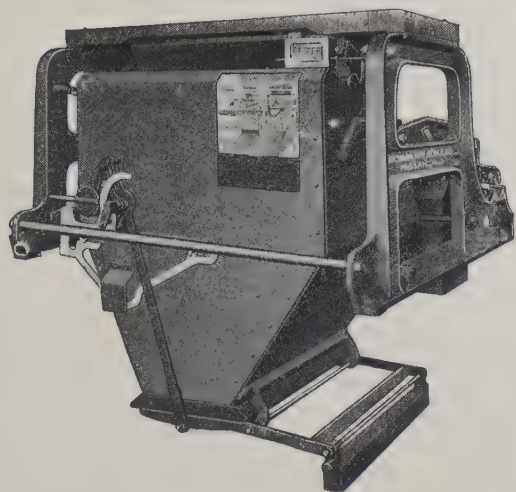
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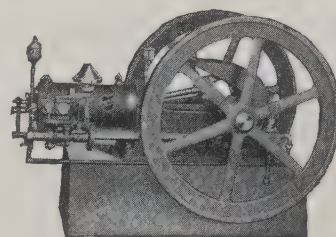
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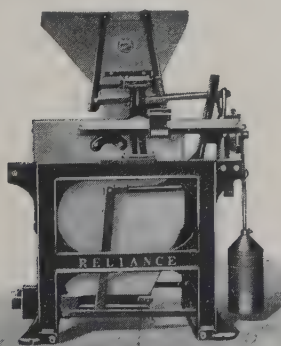
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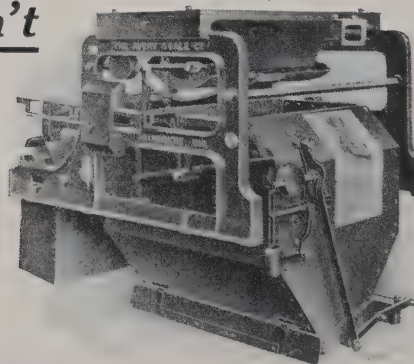
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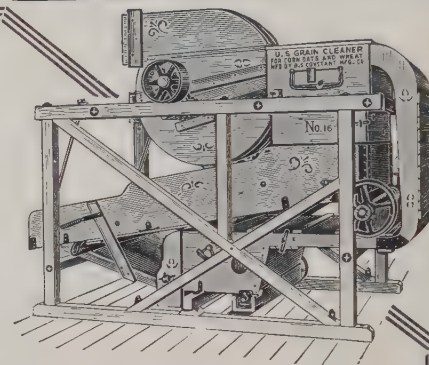
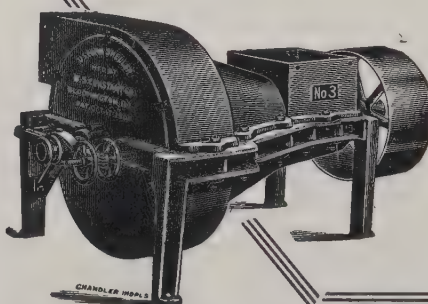
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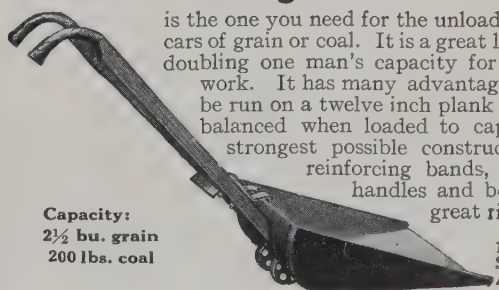
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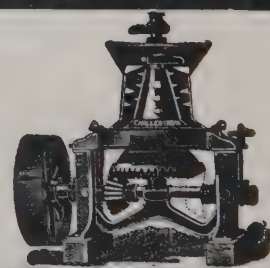
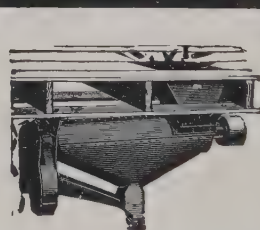


Capacity:  
2½ bu. grain  
200 lbs. coal

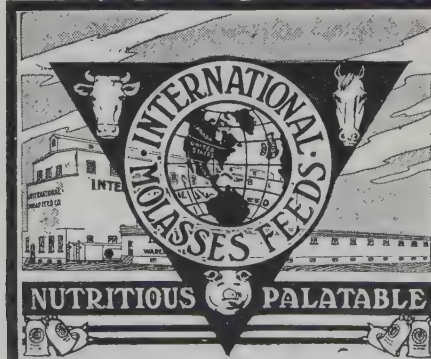
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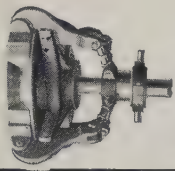
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Contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9x11 inches. Printed on good paper. Order Form No. 73

PRICE \$1.00

**GRAIN DEALERS JOURNAL**  
315 So. La Salle St., Chicago, Ill.

## BOUGHT A BOSS CAR LOADER

In 1903, and used it continually ever since.

*Read this user's convincing testimonial:—*

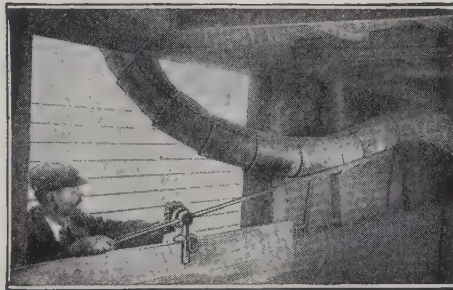
"We bought one of your car loaders in 1903, and have been using it continually ever since. It does just as good work now as it did when we installed it, and we recommend it highly."

SEWARD & RAKESTRAW, OAKFORD IND.

## A BOSS CAR LOADER

is the most compact, durable, practical and satisfactory of all car loaders. Let us send you a "Boss" on trial.

MAROA MFG. CO., Dept. 3, Maroa, Ill.



L. E. TAYLOR & CO.,

## The Englehart Flexible Spout Holder and Carloader

Saves pocketing of dust and dirt and lower grades of grains right in front of car door.

Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading.

Fully guaranteed. Write now for descriptive matter and references.

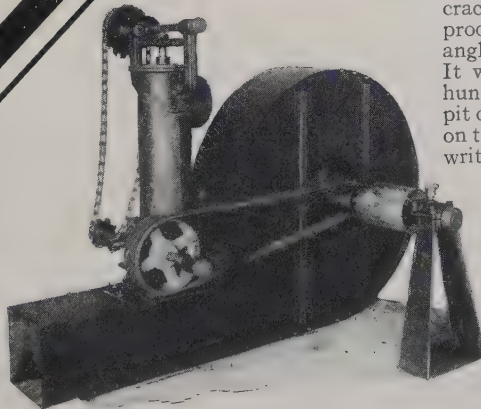
"Good proposition for Agents."

610 Flour Exchange  
Minneapolis, Minn.

Seed Trade Reporting Bureau, Chicago, Agents

## LET US EQUIP YOUR ELEVATOR

or mill with one of our pneumatic grain conveyors or car-loaders. It will not crack or bruise the grain and it will not produce chaff. It will convey around angles, on the incline and also elevate. It will load a car at a distance of one hundred feet and over, or direct from pit of dump scale to car. Machine sent on trial. You will make no mistake by writing for catalog No. 5 today.



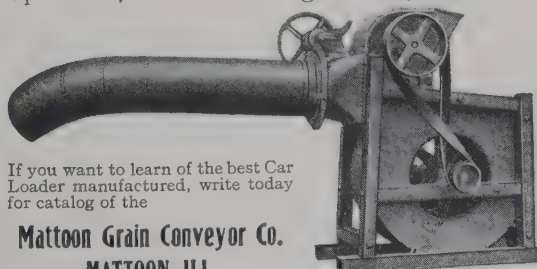
**Berner's Mfg. Co.**

3309 North Ave.  
Milwaukee  
Wisconsin

*Grain is actually improved by its passage through a*

## MATTOON CAR LOADER AND GRAIN CLEANER

The grain being carried by a regulated air force, naturally the lighter matter such as chaff, dust and straw would be carried out by the spent air, and the clean grain lodge in the car.



If you want to learn of the best Car Loader manufactured, write today for catalog of the

Mattoon Grain Conveyor Co.  
MATTOON, ILL.

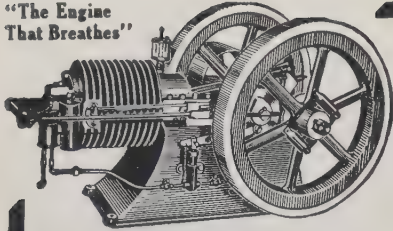
Grain also traveling in a cool air current would naturally become cooled.

The loading spout continuously traveling in a semi-circle means an even distribution and perfect stirring of grain.

These facts, and that the Mattoon loads any car to full capacity without milling or cracking the grain, assures a PERFECT CAR LOADER.



"The Engine  
That Breathes"



THE GADE "BIG SIX"

## The Gade Air Cooler for Your Elevator

Twelve Months Service Every Year!

Quality Built — Easily Operated — Saves Every Third Gallon of Fuel

Put the GADE AIR COOLER in your Elevator and you will have an efficient, reliable engine that will work for you every hour of the day. It is economic on fuel consumption; always ready, summer or winter; seldom gets out of order and it won't be long before the GADE will save you enough money to pay for itself.

Get our special proposition at once for ELEVATOR MEN.

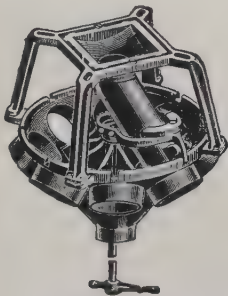
GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa

### HALL SPECIAL

**You Can't Reduce Your Elevator Working Force  
or Their Wages.**

But you can decrease cost of handling the grain, and that enables your present force to increase the daily output of your elevator.

### HALL SPECIAL



Elevator Leg delivers into your bins, or out of them, more grain per hour with less attention than any other leg in existence of the same size. Costs less to operate or maintain, and less to construct.

*You can understand this by reading Circular F.*

You can use a

### HALL SIGNALING DISTRIBUTOR

every day through your whole life, and then turn it over to your children for their benefit.

HALL DISTRIBUTOR CO., 222 Range Bldg., Omaha, Nebr.

## Factories and Other Users of Small Power, TAKE NOTICE

We are sole manufacturers of the "New Era" and "Little Giant" Gas Engines.

In order to convert some nineteen engines into money in September, we are going to offer any engine in the following list at one-half our regular price. There is no bluff in this; we need the money.

4 New Era Horizontals	8 H. P.	New
2 New Era	10 H. P.	New
4 Little Giant	8 H. P.	New
2 New Era	12 H. P.	Rebuilt
1 Little Giant	16 H. P.	New
1 Little Giant	20 H. P.	New

1 New Era 2 Cyl. Vertical	25 H. P.	Rebuilt
1 New Era 2 Cyl.	50 H. P.	Rebuilt
1 Portsmouth 3 Cyl.	100 H. P.	New

First come, first served. We will positively sell these engines at one-half the regular price upon any bona fide order received prior to September 30th; but not later.

**The Portsmouth Engine Co.**

Portsmouth, Ohio

### The Gerber Patent Flexible Chain Telescope Car Loading Spout



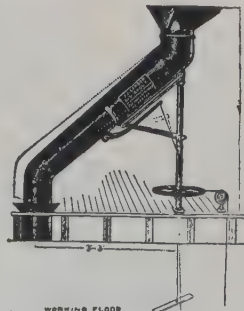
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

### The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

FOR SALE BY

**J. J. GERBER, Minneapolis, Minn.**

### You can test Fairbanks Automatic Scales While they are operating

They are really *continuous weighers*. One side always filling while the other is dumping.

No time lost. No delays.

The lightest counterpoise weight.

75% less pivot wear.

Occupy least floor space.

For cupola or working floor.

For old or new elevators.



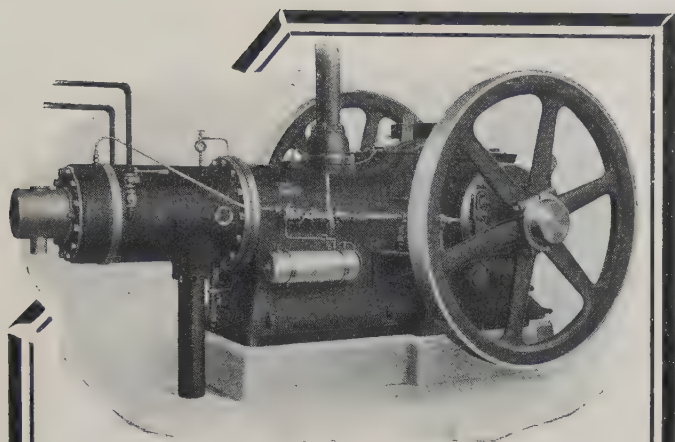
Ask for Specifications No. 550A59

**Fairbanks, Morse & Co.**

900 So Wabash Ave., Chicago, Ill.

Oil and Gasoline Engines, Electric Motors





Every man who has ever investigated the workings, construction, principle, design and operation of a

## "MUNCIE" Oil Engine

has profited by it.

That is one reason why hundreds of users will testify that the "MUNCIE" is the cheapest and best power known.

No batteries or magneto, no breakdowns, few working parts, operates on any liquid fuel and renders utmost power for fuel consumed.

If you, too, will make this day a profitable one, write

**MUNCIE OIL ENGINE CO.**

54 Ohio, Cor. Railroads

MUNCIE, IND., U. S. A.

## ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

## RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water will not freeze 54° below zero. Has been used for several years and is absolutely standard.

Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Compound.

(Send for circular.)

New York

JAMES H. RHODES & COMPANY

Chicago

OUR SYSTEM  
SAVES  
POWER



**U.S. Steel Tank and Pipe Co.**

MANUFACTURERS AND CONTRACTORS OF

**SHAVINGS and DUST EXHAUST SYSTEMS**  
**FANS, BLOWERS, and COLLECTORS**

2090 CANALPORT AVENUE

TELEPHONE CANAL 507

CHICAGO, ILL.

SLOW SPEED  
LOW POWER  
FANS and BLOWERS

LICENSED BACK  
PRESSURE-PROOF  
COLLECTOR.

**P**NEUMATIC Conveying Systems Designed and Constructed. Pipe work a specialty. Anything in Sheet Metal up to and including 10-gauge, either Black or Galvanized. Send us your Plans and Specifications, and we will gladly furnish estimates on your requirements. Our estimators are at your service.

REMEMBER, WE DO WORK RIGHT.

It is of Mutual Benefit to  
Mention The JOURNAL  
when writing Advertisers

## Grain Dealers Everywhere Are Using The Automatic Dump Controller



Entirely under the drive-way floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

Shipped on 30 or 60 days' trial

Also build

**Grain Elevators**

Write for plans and estimates.

**L. J. McMILLIN**

Board of Trade Building  
INDIANAPOLIS, IND.

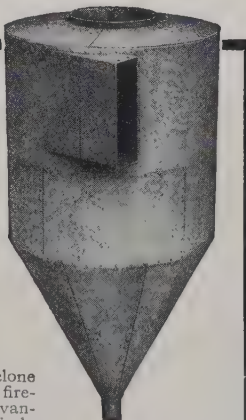
**CYCLONE**  
Dust  
Collecting  
Systems  
for your  
elevator

**Cyclone Dust  
Collector  
for your  
cleaners**

Our Improved Cyclone Dust Collectors are fire-proof. Built of galvanized steel. Entirely automatic. Have no moving parts. No braces or projections for materials to catch or lodge. Take less power. Increase capacity of fans.

Write today for further information.

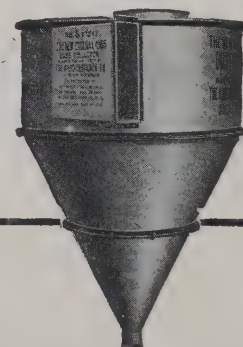
**CYCLONE BLOW PIPE CO.**  
Chicago, Ill.



## SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN  
DEALERS JOURNAL**  
OF CHICAGO



## Saves Half the Power

BECAUSE

There is No-Back-Pressure

## The New "1905" Cyclone Dust Collector

Write for Catalog  
on Dust Collectors

**The Knickerbocker Co.**  
Jackson, Mich.



## THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at  
about the one cost*

The best way to treat oats is to put them through this wonderful machine—it cleans, scours or clips, or all three on one operation.

To operate as a cleaner only a "carry-by-spout" is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

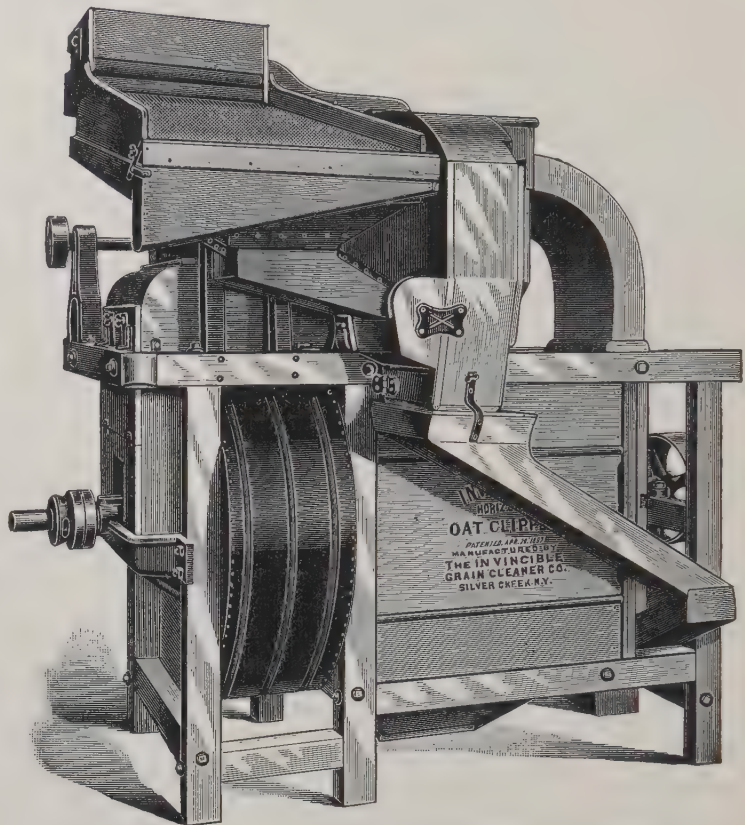
When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

For particulars and other information write nearest office.

**Invincible Grain Cleaner Co.**  
**SILVER CREEK, N. Y.**

F. H. MORLEY, Jr. 805 Webster Bldg., Chicago, Ill.  
C. L. HOOLE, 622 Board of Trade, Indianapolis, Ind.  
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.  
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,



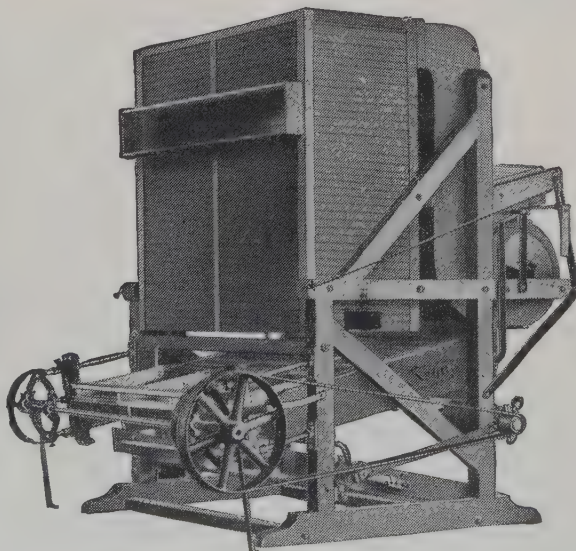
REPRESENTED  
BY

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J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.  
STRONG-SCOTT MFG. CO., Minneapolis, Minn.

## LET US CASH YOUR CHECK

for the returns from your screenings instead of giving it away. If we cash it for you, we apply it on the purchase of a

### No. 66 New Process CLEANER — SEPARATOR — GRADER



The greatest profit maker for the country elevator—handles wheat, oats, flax, barley, rye and seeds with simple change of screens and does better work than most makes of special cleaners on each kind of grain.

In the Northwest States we can ship a cleaner to any reliable elevator company or individual **without initial payment** except for freight and the nominal cost of installing in elevator. All we then ask is 75% of returns received from the by-product—a couple of cars usually pays for the cleaner.

Could you ask for a better proposition or guarantee of satisfaction?

Let us send you our new catalogue.

**Fosston Manufacturing Co.**

140 Merriam Park, St. Paul, Minn.



# "Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**WESTERN OHIO**—Fine elevator in corn and oats belt for sale. Address Dandy, Box 3, Grain Dealers Journal, Chicago, Ill.

**FOR SALE—NORTHERN INDIANA**, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

**GOOD KANSAS** grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

**FOR SALE**—A good 20M bushel elevator in Clinton County, Ind.; doing a good business. Address Ambria, Box 4, Grain Dealers Journal, Chicago, Ill.

**OHIO** elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

**ON ACCOUNT** of sickness will sell or rent my elevator, 60,000 bu. capacity; handles 500,000 to 600,000 bus. per year. Address S. Crumbaugh, LeRoy, Ill.

**FOR SALE**—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

**MINNESOTA ELEVATOR** for sale or trade for land. Modern 14 bin cribbed construction; has engines, dump and hopper scales, cleaners, eight bin coal houses, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

**NORTHEASTERN ILLINOIS**—Elevator on I. C. R. R., capacity 25,000 bus.; coal business in connection; town of 400; one competitor; station handles 450,000 bus. annually. Terms reasonable. Address Lamar, Box 6, Grain Dealers Journal, Chicago, Ill.

**COLORADO**—Elevator for sale. The best location in the state; town, five thousand; division terminal; two trans-continental lines; 20,000 bu. capacity. A money-maker at a bargain. Have other business. Address Wallace, Box 3, Grain Dealers Journal, Chicago, Ill.

**TWO KANSAS** elevators for sale. One located at Neola; price \$3,800, the other located at Wilroads; price \$3,500. Both elevators are in first class condition, being built but one year. Capacity of each, 1,500 bu. For full information address W. T. Shute, Macksville, Kansas.

**SOUTHWESTERN OHIO**, 25M bus. cribbed ironclad elevator for sale. Own ground and stub switch; steam power; built four years; am not a resident where elevator is located and will sell very reasonable. For further information address Omar, Box 1, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Grain elevator, coal and wood yard, flour and feed business. Electric lights and power. Everything in first class order. A good live business. Room for good sized lumber yard, if so desired. Two dwelling houses in the same block. Address Baker, Box 2, Grain Dealers Journal, Chicago, Ill.

## FOR SALE OR RENT.

Two Elevators, combined capacity of both 40,000 bu.; has grain cleaner and feed mill, Richardson Automatic scale. Located in one of the best towns in Northern Wisconsin. Also Hdw. and Implement business if wanted. Will rent or sell buildings and stock at market value. J. N. Bassett, Lena, Wisconsin.

## ELEVATORS FOR SALE.

**IOWA** elevator for sale. 30,000 bu. capacity; business 250,000 bus. annually, 900 tons coal; good live town to live in. Address Blair, Box 1, Grain Dealers Journal, Chicago, Illinois.

**OKLAHOMA** elevator for sale or trade for good Kansas or Oklahoma farm. Capacity 15M, feed mill in connection. Located at Wann, Okla. Address McCabe Milling Co., Bartlesville, Okla.

**TWO ELEVATORS** and coal sheds for sale; located at Frederick and Groton, S. D.; in good grain territory; handled 100,000 bus. each last year. Address Lock Box 86, Groton, S. D.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**FOR SALE**—Elevator, 15M cap., in the Mingo Valley, Champaign Co., O., no opposition. Handles coal, grain, seeds, wool and hay. \$5,000 and good time to pay for it. H. Townsend, Mingo, Ohio.

**IOWA ELEVATOR** for sale, in best grain section of the state. Good competition and a big crop to handle. Always a money-maker. Address Bell, Box 5, Grain Dealers Journal, Chicago, Illinois.

**INDIANA ELEVATOR** for sale; one of the largest and best, in the best corn and oats section of the state. Particulars upon application; in A-1 condition. Price \$25,000. Address Harmon, Box 6, Grain Dealers Journal, Chicago, Ill.

**NORTH CENTRAL OHIO** elevator for sale. Capacity 24,000. Located on B. & O. and Erie Rys.; good business; excellent grain country; new house; everything in first class condition. Address Local, Box 6, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—A-1 elevator, fully equipped, doing big business, located at splendid station, twelve miles from Rockford, Illinois; no competition. Will sell right on easy terms. For price and terms, address Box 164, Independence, Iowa.

**CENTRAL ILLINOIS** elevator—20M capacity; in one of the best corn and oats sections of state, town of 1,600; annual business 200,000 bus. Equipped with two dumps, two legs, automatic scale, electric power. Own land and switch. Free switching facilities to three roads. No car shortage. Address F, Box 5, Grain Dealers Journal, Chicago, Ill.

**FOR SALE OR TRADE** for good land. An elevator built for a transfer and cleaning house, nicely situated in Minnesota, close to Mnpls. This is an excellent opportunity for those who wish to engage in the wholesale feed business through the Northwest. Also a good grain station. Address C. H. G., Box 5, Grain Dealers Journal, Chicago, Ill.

## WOOL.

**WOOL WANTED**—If you have wool for sale write, wire or phone us. See our ad on another page. Kraus & Apfelbaum, Columbia City, Indiana.

## INFORMATION.

**ADDRESS WANTED** of the United Grain Companies, Inc., formerly doing business at Room 302 Wabash Bldg., Pittsburgh, Pa. Address Anxious, Box 6, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

**WANTED TO EXCHANGE** fine improved farm in S. W. for elevator. G. P. McKinis, Montmorenci, Ind.

**WANTED TO BUY**—Old elevators, factories, mills and other buildings of size for wrecking purposes. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

**WE WANT YOUR ELEVATOR** advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

## WANT TO LEASE GOOD ELEVATOR.

Must be well located and doing good business. Illinois or Indiana preferred. Give full particulars. Address Central W. Box 2, Grain Dealers Journal, Chicago, Illinois.

**WILL EXCHANGE** \$7,500 stock of gent's furnishings for good elevator in South Central Nebraska or North Central Kansas. Elevator must be well located and doing good business. Give full particulars in first letter. Address Lamm, Box 6, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**ELEVATORS FOR SALE** in Illinois and neighboring grain states. List your elevators either For Sale or Exchange with AARON SMICK, Broker, Decatur, Ill.

## BUSINESS OPPORTUNITIES.

**FOR SALE**—Controlling stock in a county Farmer's elevator. Good point; good crops; good business. Job goes with stock. Also fine residence. Northwest. Address S., Box 4, Grain Dealers Journal, Chicago.

**FOR SALE**—\$1,000 will buy a wholesale grain and commission business in Wichita, Kas., including Board of Trade Membership, office, etc. Owner going to the coast. Address Owner, Box 5, Grain Dealers Journal, Chicago, Illinois.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

**FOR SALE**—One-half interest in a Farmers Mill and Elevator Company. Mill running steady and elevator will handle 125,000 to 150,000 bus. this crop, and country improving. Good chance for live man. Don't answer unless you have money. Address David, Box 6, Grain Dealers Journal, Chicago, Illinois.

## MOISTURE TESTERS.

**MOISTURE TESTER FOR SALE**, Hess imp., 6 burner, little used, \$25, cost \$60. Ray Becker, 627 Postal Tel. bldg., Chicago.

## OFFICE SUPPLIES.

**WANTED**—L. C. Smith, visible typewriter. Must be in good condition. Address C. S. C., Box 6, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

**HAVING LOST** our elevator by fire, we are in the market for plans for Concrete Elevator with capacity of 20,000 bushels. Address S. E. Wainwright Grain Co., Lenox, Iowa.



**HELP WANTED.**

**WANTED**—Good second elevator man, one who understands cleaners and elevator work. Address C. Box 6, Grain Dealers Journal, Chicago, Ill.

**COMPETENT ELEVATOR MANAGERS**, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

**WANTED**—Bright young Swede for second man in lumber yard and elevator. Must be competent and willing worker. Address W., Box 6, Grain Dealers Journal, Chicago, Illinois.

**SITUATIONS WANTED.**

**POSITION WANTED** as grain buyer for some line firm. Experienced in grain business. Address Box 35, Adrian, Minn.

**POSITION WANTED** as manager of elevator; 15 years' experience; best of references. Address C. A. Beck, Edgar, Nebr.

**POSITION WANTED** as manager of elevator. Have had some experience. Kans. or Okla. preferred. Box 356, Ellsworth, Kans.

**CAPABLE GRAIN MAN** wants position. Ten years experience buying, selling and soliciting. Address Energetic, Box 1, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as grain buyer. Four years experience in one elevator. Life time experience in grain. Satisfactory references. North Dakota preferred. Walter Hunsaker, Dacoma, Okla.

**EXPERIENCED** grain man wants position as manager of Farmer's Elevator; have 20 years experience; can furnish best of references. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Illinois.

**WANTED—POSITION** as manager of elevator, flour or feed mill; years of experience; good references; would take stock in right proposition. Address George, Box 5, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED GRAIN ELEVATOR** managers and operators have 6,100 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

**POSITION WANTED** as assistant manager for Farmers elevator. Have had some experience. Have a high school education and no bad habits. Address L. B. W., Box 6, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as manager of elevator. Have had several years' experience in grain, coal and feed business and can give the best of references; 35 years old and married. Address Rand, Box 2, Grain Dealers Journal, Chicago, Ill.

**COMPETENT** and experienced millwright and elevator foreman desires position operating elevator or keeping line of elevators in condition. Position must pay well. Address Elevator Builder, Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED—POSITION** by married man experienced in grain, coal, flour and feed business. Capable of taking charge of line of houses. References on request. Address Apply, Box 5, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED** by a sober, industrious young man, to travel on the road for a good commission firm or to manage a Farmers' elevator. Five years experience in grain. Am at present employed; can furnish best of references. Have made good for the company I am working for, but wish to change for certain reasons. Address Temple, Box 5, Grain Dealers Journal, Chicago, Illinois.

**SITUATIONS WANTED.**

**WANTED—POSITION** in elevator; A-1 grain and hog buyer; Farmer's elevator in S. Dak. preferred; reference. Address Box 318, Platte, S. Dak.

**POSITION WANTED** as manager of elevator. Married; five years' experience in grain business; can furnish good references. Address Wood, Box 6, Grain Dealers Journal, Chicago, Illinois.

**WANTED—POSITION** as grain solicitor, Northern Iowa territory preferred. Have had several years experience in the grain business. Best of references. Address N. C. S., Box 2, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as grain buyer or elevator manager. Long experience in the handling of grain. Best of references. North Dakota elevator preferred. Address Windsor, Box 10, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED** by experienced grain buyer and elevator manager; have three years' exp. Can furnish excellent references on application. Have charge of an elvtr. at present. Address Alert, Box 6, Grain Dealers Journal, Chicago.

**POSITION WANTED** as manager of cooperative or line elevator. Have had 25 years' experience in flour mill and grain elevator. Am capable of taking full charge. Can furnish best of references. Address Box 121, Elwood, Indiana.

**WANTED—POSITION** as grain buyer, by year, for line company or traveling solicitor for good commission house. Thirteen years experience in grain, coal and flour business. Can furnish good references. Address B. G., Box 5, Grain Dealers Journal, Chicago, Illinois.

**MILLS FOR SALE.**

**EAST CENTRAL, IND.**—50-bbl. Mill, 10,000 bus. elevator and 40 car coal business. Fine grain country. Prospects never better. Price \$7,500, terms. W. F. Farmer, Cloverdale, Ind.

**FOR SALE**—To close an estate, we have for sale a flouring mill located in western part of Michigan with railroad siding to door of mill. Has six rolls, steam power and electric lights, all in good condition; capacity 20 to 25 bbls. per day. For information as to price and terms, write The Michigan Trust Company, Grand Rapids, Mich.

**FOR SALE**—A modern 100-barrel steam roller mill with elevator and coal business in connection. The elevator has a capacity of 25,000 bushels. Handled 200,000 bushels grain and 1,800 tons of coal last year. This property is located at Emmetsburg, Iowa, in one of the best farming communities of the state. Must be sold at once. For terms address Robert Laughlin, Emmetsburg, Iowa.

**SECOND-HAND BAGS AND BURLAP.**

**WANTED:—BURLAP BAGS**, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM ROSS & CO., 409 N. Peoria St., Chicago

**FERRETS.**

2,000 FERRETS. Prices and book free. N. A. Knapp, Rochester, Ohio.

**BUILDING MATERIAL.**

**FOR SALE**—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

**STEAM ENGINES, BOILERS.**

**FOR SALE**—A 30 horse power steel boiler nearly new; insurable for 100 lbs. steam. It must sell. G. B. & C. M. Griffin, Charleston, Ill.

**FOR SALE**—One 40 horse boiler and 25 foot stack. One 35 horse engine. I have replaced them with electric motor. Price \$100.00 loaded f. o. b. this station. H. P. Scruby, Chillicothe, Mo.

**FOR SALE**—75 h. p., 4 valve Atlas engine; 125 horse boiler, also Atlas make, smoke stack and brick building included, price for all \$1,500, track Alma. All are in first class condition. Address W. H. Lewis, Alma, Nebraska.

**STEAM ENGINES OR BOILERS** for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" columns of the Grain Dealers Journal, Chicago.

**SCALES FOR SALE.**

**FOR SALE**—Richardson automatic scale, also 100 bu. Fairbanks hopper scale. Both very cheap. S. W., 422 Board of Trade, Indianapolis, Ind.

**SCALES** of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

**SECOND-HAND SCALES OF ANY** make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

**MACHINES WANTED.**

**WANTED—BOWSHER MILL.** We wish a good 2d hand No. 9 or No. 10 Bowsher Mill. Give full description and price first letter. W. H. Dowlen & Son, Windom, Texas.

**WANTED**—Second-hand Cranson Buckwheat Scourer, polisher and separator, capacity 20 bushels per hour. Must be cheap and in good condition and in good running order. Address Geo. J. Mulzer, Galena, O.

**For quicker settlements**

make your drafts through this bank, and have them presented the next day.

**THE NATIONAL CITY BANK OF CHICAGO**

Capital \$2,000,000.00 Deposits \$27,707,859.55  
Surplus and Undivided Profits \$744,784.81

Approved by Chicago Board of Trade as a Margin Depository.

We allow 2% Interest on all Margin Deposits.

105 S. Dearborn St.  
Chicago, Ill.





## GASOLINE ENGINES.

**FOR SALE**—Good gas and gasoline engine values 1 to 100 H. P. Badger Motor Co., Milwaukee, Wis.

**FOR SALE**—Fairbanks-Morse kerosene engine, 25 h. p., in good condition. Good reason for selling. The Citizens Light Co., West Manchester, Ohio.

**FOR SALE**—Deere & Webber Gasoline Engine; 14 h.p. in first class running order. Price \$225.00 f.o.b. cars at Moorehead, Minnesota. N. J. Olsen Co.

## GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## ENGINE BARGAINS.

- 15 h.p. Foos,
- 20 h.p. Fremont,
- 8 h.p. Havana, New,
- 6 h.p. Fairbanks-Morse,
- 4 h.p. Havana, New,
- 1-500 h.p. Corliss Engine, \$500.00
- 1-400 h.p. Corliss Engine, \$500.00.

The above are guaranteed to be in good condition.

Three car loads of good lumber cheap.  
H. GROSS LUMBER & WRECKING CO.,  
Omaha, Nebr.

## MACHINES FOR SALE.

**FOR SALE**—Four roll Stevens Feed Mill 9"x15". Very cheap. Kiest Milling Co., Knox, Indiana.

**FOR SALE**—One No. 6 Clipper cleaner, 12 grain and seed screens; in good condition. Price \$35, crated, cars. S. White, Orient, Iowa.

**FOR SALE**—1 Boss loader with 12 ft. shaft and pulley, \$34.00; 1 Fairbanks 7-500 lb. Hopper scale, \$50.00. Address Clinton Grain Co., Frankfort, Ind.

## FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

**Roller Feed Mills**—9x24 Acme, 9x30 Roller Feed Mills—9x30 Allis, three pair high; and 9x30 Ypsilanti, 9x18 Hutchinson, two pair high; one No. 2 Nordyke and Marmon three roll high, and many others listed in our Bargain Book.

**Write for one—Mailed on request.**  
**Corn and Cob Crushers**—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, 2 No. 7 Sullivan, etc.

**Attrition Feed Grinding Mills**—16, 20, 24, and 30 inch "Monarch"; 18 and 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

**Single Roller Mills**—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

**Double Roller Mills**—All Sizes and Makes.

**Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.**

**Elevator Belts with Buckets Attached.** at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.  
Est. 1872.

Inc. 1901.

B. F. GUMP CO.,  
431-437 So. Clinton St.  
Chicago, Illinois.

## MACHINES FOR SALE.

**FOR SALE**—Roberts Alfalfa machinery, complete, for sale cheap. Twenty-five ton per day capacity; used but very little. E. H. Link, Sec'y, Hillrose Milling & Merc. Co., Hillrose, Colo.

**FOR SALE**—One Sandwich elevator complete with 4½ horsepower gasoline engine; jacks for dumping wagons; in first class condition; ready to load grain into cars or in cribs. Will sell very cheap as have no use for same. D. M. Light & Bro., Keystone, Ind.

## MACHINERY BARGAINS.

- 1 4 h.p. Gasoline Engine.....\$75.00
- 1 Fairbanks hopper scale ..... 35.00
- 2 Dormant warehouse scales, each.. 15.00
- 2 Boot Tanks, each ..... 20.00
- 1 No. 4 Buffalo Fan..... 15.00
- 1 No. 8 " " ..... 25.00
- 1 Steam Condenser ..... 30.00
- 1 Grain Spout complete ..... 4.00
- 1 large bell ..... 20.00
- 10 Belt Tighteners, each ..... 5.00
- 600 Salem-cups, 6x16, each ..... .12
- 50 " " 6x18 " ..... .12
- 600 Empire Buckets, 5x16..... .06
- 150 " " 6x18..... .06
- 1 26" 6 ply 90 ft. Drive Belt..... 50.00
- 2 36" 3 ply 125 ft. Conveyor Belt, ea.. 50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,  
La Crosse, Wisconsin.

## SACRIFICE SALE NOW ON.

- All Makes and Sizes of Attrition Mills.
- 16" to 24" Robinson's .....\$65 to \$120 ea
- 16" " 26" Unique's ..... 60 " 130 "
- 16" " 36" Monarch's ..... 60 " 200 "
- 16" " 36" Foos's ..... 60 " 200 "
- 16" " 26" American's ..... 55 " 200 "
- 16" " 24" Halsted's ..... 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,  
No. 9 South Clinton Street, Chicago, Ill.

## GASOLINE ENGINES WANTED.

**WANTED**—A 20-30 h. p. 2d hand gas engine in good repair, 2 cylinder preferred, 104 Vanburen st., Peoria, Ill.

## DYNAMOS—MOTORS.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

## "Five (5) Coals That Build and Hold Trade"

## Mt. Pelee --- Thick Vein Hocking from Nelsonville

good size, fine burning, no soot, quick delivery in flat bottom cars.

## Kentucky Queen

—an ideal coal, all purposes—2 in. Lump, 4 in. Lump, 4x2 in. Egg Hoppers must be taken for quick shipment.

## Lone Star W. Va.

Takes the place of Pocahontas or New River, Never more than wood brown smoke, Holds fire as well as any coal mined, Clean burning and low ash, Shipped in 2 in., 4 in., and 4x2 in. Egg, Handles with little slack or breakage, Hoppers must be taken for quick shipment

## Anthracite

## Plymouth Red and White Ash

—the best to be had.

## Big Vein White Ash

—better than ordinary coals and cost no more.

Write to us

## OHIO & MICHIGAN COAL CO.

Main Office: DETROIT

## HAY WANTED CARLISLE COMMISSION CO. HAY SPECIALISTS

SHIP TO US BUY OF US  
Established 1889  
746 Stk. Exchange KANSAS CITY, MO.

## BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.



**ALBERT MILLER & COMPANY**  
**HAY** Commission Merchants  
Ask for our weekly letter  
"THE HAY MARKET"  
192 No. Clark St., CHICAGO, ILL.



## SEEDS FOR SALE—WANTED

## GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

## HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

GOOD HAY WANTED—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal, Chicago.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## GRAIN FOR SALE.

YOU CAN find a ready market for grains of all kinds, thru the insertion of an advertisement in these columns. It will be read by over 6,100 progressive grain dealers.

## We Buy and Sell

Wheat Screenings, Cane seed, Salvage W  
Kafir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

## THE ILLINOIS SEED CO., Chicago, Ill.

## WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND  
ALFALFA CLOVERS, RED TOP, MILLETS  
BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

**SEEDS** Clover, Alsylke,  
Timothy  
Consignments and Futures  
**SOUTHWORTH & CO.**  
TOLEDO, OHIO

Quote us with Samples

**CLOVER, TIMOTHY and ALSYKE**

**The Philadelphia Seed Co., Inc.**  
PHILADELPHIA, PA.

## Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

**J. G. Peppard Seed Co.**

Kansas City, Mo.

**WM. G.  
SCARLETT  
& CO.**

Grass and Field Seeds  
Poultry and Pigeon Feeds

Buyers and Sellers Will  
Please Correspond With Us.

729-735 E. Pratt St. 205-213 E. Falls Av.  
BALTIMORE, MD.

## Largest ALFALFA SEED Dealers

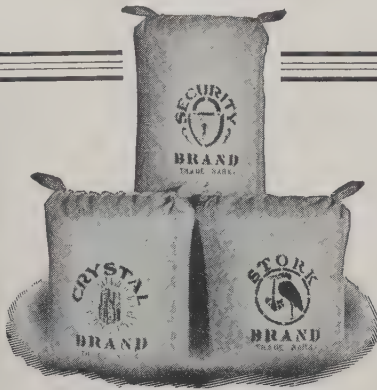


Large Dealers in  
Red and Alsylke  
Clovers, Timothy,  
Millets, Rape,  
Grasses, Buck-  
wheat, Seed Corn,  
etc.

Always paying top  
market prices for  
good seeds. Write  
for sample en-  
velopes.

**Rosenberg & Lieberman**

Founded 1880  
MILWAUKEE, WIS.



"It is better to buy  
and sell to a firm with  
a reputation to main-  
tain, than to deal with  
a company who have  
one to acquire."

**SEEDS**

Send Samples for  
Prices

**MINNEAPOLIS SEED CO.**  
our Specialty MINNEAPOLIS, MINN.

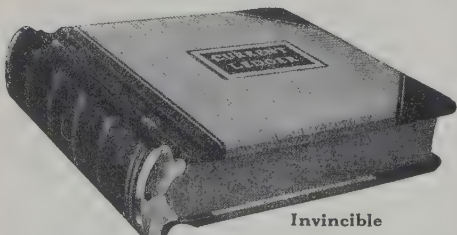
Have 10,000 Bu. **CHICKEN FEED WHEAT** on hand

Wire or Write for Samples and Prices

**HUHN ELEVATOR COMPANY**

Chamber of Commerce, MINNEAPOLIS, MINN.

## OFFICE SUPPLIES OF ALL KINDS



Invincible

**S. D. Childs & Co.** 136 So. Clark Street  
CHICAGO

Wholesale and Retail—Free Catalogue

One of the Most Complete Printing, Lithographing, Book-  
binding and Stationery Plants in Chicago

Whatever your  
need in Ledgers  
and Journals, In-  
ventory Books,  
Binders, Stock  
Certificates, Rub-  
ber Stamps, Seals,  
Check Protectors,  
Stationery, etc.,  
you can buy it to  
best advantage,  
save DELAY—  
WORRY—EX-  
PENSE—if you  
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ductions of  
pounds to  
bushels by  
using

**Clark's  
Carload  
Grain  
Tables**

New edition  
revised and  
enlarged.  
Price, \$2.50.

GRAIN DEALERS  
JOURNAL  
Chicago, Illinois



# SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

**FOR SALE**—New Timothy seed in five to twenty bag lots. J. W. Richards, Ferris, Ill.

**FOR SALE**—New Timothy and Clover in five to fifty bag lots; home grown. Write for samples. Friedley Bros., Carrothers, O.

### ALFALFA.

American and Choice Imported. Quick shipment. Write for prices. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

### SEEDS FOR SALE.

We can offer to advantage  
Sand or Hairy Vetch  
Dwarf Essex Rape  
Canadian Field Peas  
Write for Prices  
Wm. G. Scarlett & Co., Baltimore.

## SEEDS WANTED.

**WANTED**—Timothy, Clover and Red Top. Mail samples all qualities. National Seed Co., Louisville, Ky.

**MEDIUM RED CLOVER**, only prime quality, wanted in carload lots. Loewith-Larsen & Co., 150 Nassau street, New York City.

### WANTED.

Medium Red Clover and Clover Tailings. Submit samples and prices. C. L. Martin, Loysville, Pa.

### SEEDS WANTED.

Send us your best samples and prices on new crop Timothy, Bluegrass, Redtop, Alfalfa, Alsike and Red Clover.  
Wm. G. Scarlett & Co.,  
Baltimore, Md.

# DIRECTORY OF THE GRASS SEED TRADE

## BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.

## CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

## EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

## INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

## LOUISVILLE, KY.

Ross Seed Co., field seeds, exporters.

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Rosenberg & Lieberman, alfalfa, clover, etc.  
Teweles & Co., L., grass & field seeds.

## MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

## MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

## NEW YORK, N. Y.

Liefmann's Hamburg, rep. I. L. Radwaner, field sd.  
Loewith, Larson & Co., clover, grass, field seeds.

## TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

# SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

WE ARE BUYERS OF

**RED CLOVER, TIMOTHY  
and RED TOP**

Hackney, Broyles & Lackey Co.  
KNOXVILLE, TENN.

*Offer Quick with Samples*

**CLOVER-TIMOTHY-ALFALFA**

**JACOT & MULLEN, Inc.**

12 Bridge Street, New York City

**KANSAS GROWN**

Non-Irrigated New Crop

# ALFALFA SEED

OVER 99 PER CENT PURE

**RUDY-PATRICK SEED CO.**

1311 W. Eighth Street Kansas City, Mo.

**The Toledo Field Seed Co.**

**Clover and Timothy Seed**

Consignments solicited. Send us your samples.

Toledo, Ohio

## RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

## We Now Offer

for import shipment new crop Red Clover, White Clover, Crimson Clover, Alsike Clover, Alfalfa Clover, Dwarf Essex Rape, fancy European Grass Seeds, European Field Peas and Sunflower Seeds.

**European Clover, Grass and Field Seeds**

Write for samples and prices.

**LOEWITH, LARSEN & CO.**

Representatives Largest European Seed Houses

150 Nassau St. New York City

## CLOVER

## TIMOTHY

Choice new-crop recleaned seeds. Offer at \$9 to \$11 Cwt.

F. O. B. Our Station, and subject unsold.

Write for samples.

**HOFER SEED CO., NORA SPRINGS, IOWA**

# ALFALFA SEED

New Crop, Kansas Grown,  
Non-Irrigated.

**Over. 99 Per Cent Pure**

\$7.00 per bu.

Bags extra. Samples on request.

**R. W. SANBORN**

Hewins,

Kansas

**BUY OUR CELEBRATED  
Badger Brand**



TRADE MARK REGISTERED.

**Selected Seeds**

**L. TEWELES & CO.**

Established 1865

MILWAUKEE, WISCONSIN

**Grass and Field Seeds**

OUR SPECIALTY: Red, White and Alsike Clover, Timothy and Alfalfa Seed. Also Wisconsin Dried Peas.

SEND US YOUR SAMPLES

THE ALBERT

# DICKINSON

COMPANY

# SEEDS

Timothy  
Clover  
Flax  
Agricultural

CHICAGO

MINNEAPOLIS

Grain Bags  
Pop-Corn  
Seed Corn  
Beans, Peas



# A Customer Asked Us

## ?

the other day if the **Hess Drier** will dry corn uniformly. The question seemed a little odd, since the **Hess Drier** has been in use so many years drying corn and all other kinds of grain. The answer given him was,

**“The Hess machine will dry uniformly.**

The grain lies in columns and the warm air is passed through it, first from one side of the column, then from the other side of the column, and then the cold air is blown through all, until the grain is cool. Besides this, the grain is mixed and stirred several times during the operation. It comes out uniformly dry and cool. Do you suppose if the **Hess Drier** would not do uniform work that it would be used so extensively on export grain? Large **Hess Driers** are stationed at practically every export point of the Gulf and Atlantic seaboard. Beginning at Galveston, Texas, they are stationed at the export elevators at

**Galveston (2)**  
**Texas City**  
**New Orleans (3)**  
**Mobile**  
**Newport News**  
**Baltimore (2)**  
**Philadelphia**

**New York**  
**Boston (2)**  
**Portland**  
**Montreal**  
**Port Arthur**  
**Fort William (4)**

Practically every interior grain handling road is equipped with one or more of these machines. The Illinois Central has four, the Santa Fe an equal number, and the Rock Island, Missouri Pacific, Texas & Pacific, Burlington, St. Paul, and other roads are equipped with these machines.

The Michigan Central has just ordered an immense machine for its Chicago transfer elevator, making four large driers owned by the New York Central Lines.

The Baltimore & Ohio and the Pennsylvania Roads are owners of large **Hess Driers**. Private owners of **Hess Driers**, among grain dealers, will be found in every grain center.

If all these interests, after investigating, have chosen **Hess Driers**, and after using them have **duplicated** their orders, and then **again repeated** them, you are quite safe in assuming that the **Hess Drier** will dry uniformly, and that it has points of superiority which make it a safe proposition for you to buy.

We guarantee absolutely its efficiency, and the economy in operation is manifest from the arrangement of the machine.”

**That customer gave us his order. You will do likewise if you need a drier and will investigate fully before you purchase. Ask us more about it.**

**Hess Warming & Ventilating Co.**  
**907 Tacoma Bldg., Chicago**

Also **Moisture Testers**, the improved kind, with copper flasks, for gasoline, gas, alcohol or electricity



## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

### Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager.

#### SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year \$1.50; one copy 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

#### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

#### LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., SEPTEMBER 25, 1913.

HOW MANY bins must the country elevator man reserve for shelled corn if the Government's tentative grades are put into force?

CUT WORMS are said to be doing much damage to winter wheat in store, so it would seem well for owners to turn over their grain occasionally and inspect it.

JACK FROST has visited a number of corn fields after dark lately, and while some of the bears have been badly frightened, not much corn has been damaged.

NEATNESS, in itself, is more than worth while. The elevator manager who keeps his plant in tidy, business-like condition is advertising himself as a prosperous, careful and optimistic business man. Read the article on this subject printed elsewhere in this issue; then buy a broom and a mop, and CLEAN UP!

BEEF PACKERS at a convention in Chicago recently became real pessimistic over the outlook for raw material, and predicted that unless the production of beef was undertaken on a larger scale than at present, the United States would soon be face to face with higher prices than the retailer has yet dreamed of. The breaking up of the large ranches in the southwest and west should, if planted to feedstuffs, produce more beef than it ever did in grazing days.

OWNERS OF unguarded and dangerous machinery would promote their interests and reduce the number of elevator casualties, by adopting the country-wide slogan of the railroads—"Safety First."

BUYERS of large wagon loads of oats have stirred the trade with their pleasing stories of large receipts, and this number brings to light some very large loads of several kinds of grain. Comparisons, however, can not be fairly made, unless the kind of grain, the motive power and the kind of vehicle are the same.

THE INTERSTATE Commerce Commission has asked Congress to give it power to fix the speed of railroad trains. While it is establishing speeds, it would be a great help to grain shippers of the country to have the average daily mileage for the transportation of grain also established. The old speed records are entirely too slow for the commercial success of shippers.

AT LAST the compilers of the receipts and shipments of grain at primary markets have seen fit to act upon the oft repeated suggestion, and include the receipts and shipments at Cincinnati. No one seems ever to have presented any reason for not including this market, yet the compilers of the reports continued to omit it, with full knowledge of the reports' incompleteness.

CAR SHORTAGES again threaten the grain shipper. Buffalo lake elevators are full and Illinois shippers complain of their inability to obtain cars needed. According to the American Railway Ass'n, the situation is much better this year than for a number of years back. This is due, not to added equipment, purchased by the carriers, but to the heavy movement of grain during the summer months. Car shortages are expensive nuisances to the grain man; and for entirely selfish reasons he should do his share in bettering present conditions by promptly loading and unloading all cars and by putting as much grain as possible in the cars that he does get.

FEW COUNTRY elevator operators have as yet come to a full realization of their opportunity to reap a profit from cleaning, improving and carefully classifying grain received from farmers. Terminal and transfer elevator operators have always found this work exceedingly profitable. Notwithstanding this fact, many elevator men have dumped their receipts all into one bin and shipped it as it was received, regardless of grades or dockage for dirt. The elevator man of the future who succeeds will get his profits out of the wasted opportunities of the elevator man of today. The careful classifying of receipts and the thorough cleaning of all grain always has proved profitable.

TWO MEMBERS of the Illinois Grain Dealers Ass'n. have recently been expelled for refusing to arbitrate trade differences. No association can afford to harbor tricksters and sharp traders, who are not disposed to deal fairly with their brother members. The Illinois Ass'n. is to be congratulated upon the possession of sufficient backbone to insist upon fair dealing between members.

THE NUMBER of serious accidents to elevator workers reported in our news columns is ever on the increase. This must be the result of greater vigilance on the part of our reporters or else more carelessness on the part of elevator workers. It is to be hoped that the perusal of the many accidents occurring in grain elevators will cause others to exercise greater care in working around machinery, and install guards wherever possible.

THE GOVERNMENT'S crop reports have always been looked upon as capable of great improvement, and the wide difference between the government reports and the reports issued by some of the states, proves conclusively that somebody's reports are not worthy of credit. Yet, notwithstanding this knowledge, the U. S. Agricultural Department has undertaken the wider distribution of its monthly reports, when the money could be well expended to much greater advantage to the people at large, in the improvement of the reports.

CARELESSNESS is the most prolific cause of elevator fires. None of us waste much sympathy over the man who suffers injury while examining a leaky gasoline tank with a lighted match; and yet many elevator managers think nothing of entering a dusty elevator with a lighted pipe or cigar. When the grain trade as a whole awakens to the importance of obeying the fire prevention rules issued by the insurance companies, then elevator fires will become rare and insurance cost will decline to a fraction of its present cost.

IF MORE country elevator men would profit by the experiences of their brother dealers, who have lost heavily on storing oats for farmer patrons, the number of dealers cussing and damning their luck, everybody and everything, would not be so large. The real grief of hundreds of dealers who stored and lost has been frequently reflected in our communicated columns, yet others continue to drop into the same trap, not because they have not or will not take the time to read the experiences of their brother dealers, but they simply have not sufficient backbone to refuse to sacrifice their business to a bad custom. If the state associations would conduct a vigorous campaign against the abuse, many members would be saved from bankruptcy.



RAILWAY SCALES will be regularly inspected under the supervision of the Interstate Commerce Commission, if a bill introduced into Congress recently by Representative Willis of Ohio is enacted into law. This is a matter of the greatest importance to all shippers, and we believe that the various grain dealers ass'ns should urge the passage of such a law. By co-operation of the Industrial Traffic League and other shippers' organizations, a bill that will fairly cover the situation could easily be drafted and, in time, passed. Certainly such a bill would meet with desperate resistance on the part of the carriers. Present scale conditions are entirely satisfactory to them; but the robberies now perpetrated by means of inaccurate scales will be stopped as soon as the shippers are sufficiently aroused to force the passage of protective legislation.

THREE patent grain doors are described in the "Patents Granted" Department of this issue. In practically every number of the Journal one or more grain door inventions have been given. Readers will perhaps be amused by this continuous stream of patents and wonder why, with so many improved doors to choose from, the railroads do not adopt one of them and discard the present make-shift doors. Undoubtedly the temporary doors now used are wasteful of material, time and grain. However, the significant thing is that it is the shipper's time and the shipper's grain that is wasted (the railroads pay for but a small proportion of grain lost in transit). As soon as the losses occasioned by the use of the present crude doors are borne by the railroads instead of by the shippers, the freight traffic managers will awaken to the advantages of a permanent, strongly-constructed grain door.

THE ABOLITION of transit privileges on grain and grain products in Missouri by the railroads is in retaliation for the passage of the maximum freight rate law now in effect in that state. Railway lawyers are noted for their ability to discover more than one way to skin a rabbit. In the face of a law passed for the purpose of reducing freight rates, they increase rates over seven per cent by abolishing transit privileges and forcing shippers to pay the sum of the local rates. The Southwest Missouri Millers Ass'n is now prosecuting a suit before the Missouri Public Service Commission to have the transit privileges restored. Should the Commission decide in favor of the carriers, the cost of marketing Missouri grain will be greatly increased. The Missouri farmer will receive less for his grain; the Missouri miller and grain dealer will find competition harder to meet and profits smaller; and the maximum freight rate law will stand on the statute books as a huge joke.

A NEW "Hold Your Wheat" agitation has been started in North Dakota, and the newspapers are encouraging the farmers to join the movement for higher prices. While no doubt the prosperous farmers can well afford to hold part of their crop until late in the season, farmers who are in debt and need money must, in fairness to themselves, accept the present prices and put the money to work. The prosperous farmer can afford to speculate, but those pressed for funds are not very likely to give a ready ear to "Hold Your Wheat" literature.

#### FUTURE TRADING A REMEDY FOR RAPID FLUCTUATIONS.

Rapid and wide fluctuations in the market prices of a commodity are more likely when that commodity is not handled thru a central exchange, where contracts are made for future delivery, as is the case with beans, than with grain, which can be sold for future delivery in several markets every business day of the year. The president of the Michigan Bean Jobbers Ass'n, in his annual address, published elsewhere in this number, complains more bitterly of these profit destroying fluctuations, which are most destructive to both trade and traders.

If the fluctuations of the bean trade are so large and frequent, what would the fluctuations in the prices of grain be if the grain exchanges were abolished, and dealings in futures prohibited? Surely if the grain growers were confronted with variations of 30c a bushel in the price of their grain the same day, they would feel that the grain buyers were either not posted or else they lacked the courage of their convictions.

Every sane individual will readily appreciate that the man who is dealing in a commodity which fluctuates 30c a bushel a day must, of necessity, handle it on a much wider margin than a commodity which seldom varies more than 1c a bushel. If future trading in grain were taxed out of existence, as was proposed by Senator Cummins, the cash trade would soon drift into the hands of large firms, controlling large capital, and many different avenues of information. The small grain dealer would soon be forced out of business, or into the employment of the large operator.

Those dealers who have overlooked the benefit of future trading to their individual business and their farmer patrons would do well to communicate with the Michigan bean growers, who have repeatedly petitioned the Bean Jobbers Ass'n, to adopt some means of preventing the wild fluctuations. They want a steadier market, but they will not get it until central markets, with large warehouses and future trading are firmly established and well regulated.

#### COST OF HANDLING GRAIN THRU ELEVATOR.

Elevator men who are interested in detecting expensive leaks in their business have been giving more and more attention to the cost of handling a bushel of grain thru the elevator, and today ten grain dealers are drawing off a monthly trial balance where one did this five years ago. The narrowing of the margins of profit make it absolutely necessary that the grain dealers determine more accurately the cost of doing business, and then add the cost of handling, as well as the overhead expenses, to the price paid the farmer for grain, in order to determine the price at which it may be sold at a profit. Too many grain dealers in the past have been content to consider the purchase price of grain its total cost to them, and this misconception of the real cost is largely to blame for the many failures and small profits from the business.

Carefully compiled figures of many different elevators have disclosed overhead charges of such unheard of proportions that even the elevator men of Michigan have been stirred to sharpen their pencils and do a little close figuring, with the result that they have discovered that it costs about 21 cts. a bushel to get beans thru a well equipped Michigan elevator. Before any profit can be realized from handling beans or grain thru an elevator, overhead charges and the shrinkage, as well as the purchase price must be provided for.

THE AMERICAN grain elevator is the most efficient machine for handling grain yet devised. This statement is corroborated by the fact that India is now building an elevator along American lines at Lyallpur; Russia is constructing a number of elevators (one of which was described in the July 25 Journal) which reflect American engineering practice; and New South Wales recently employed a well-known American elevator builder to advise them how the methods of handling grain in that country could be modernized. The Argentine Republic is also making advances to American capitalists to provide it with a complete elevator system. In the two countries first named, grain was grown for centuries before America was discovered; and yet their methods of handling it are shamefully wasteful and expensive. Grain was not cultivated on this continent very many years before the American began planning how to improve the storage and handling facilities, and eventually the modern American grain elevator was evolved. The adoption of American methods in Europe, Asia and Australia is an unusual and a well-deserved tribute to the American engineer and the American grain dealer.



## THE NEW CORN GRADES.

The time is fast approaching when the new corn grades, to be established by the Agricultural Department, will be a reality. These grades were published in the Journal for Aug. 25, page 281, and the members of the trade were given to understand that the new rules must soon be used in interstate trade. The stoical indifference with which many members of the trade have treated the new grades shows conclusively that they do not appreciate the desire of the Department of Agriculture to hear from those interested, as to the practicability of the rules. As is announced on this page, the Department will grant three hearings, the first to be conducted at New Orleans, Oct. 15th, the second at Des Moines, Ia., Oct. 21st and the third at Washington, D. C., Oct. 29th.

Dealers contracting to ship new corn across state lines must take these new rules into consideration, as it now seems certain that only these rules will be usable in interstate and foreign commerce. The trade's earnest desire for uniform rules would seem to foretell the early adoption of the federal rules in intra- as well as interstate trade.

If the members of the trade will study the tentative grades now, it may be a very easy matter to secure their change in keeping with the trade's idea of what is practicable, but after the rules have been definitely fixed, it will require much time and labor to secure any alteration. As will be learned from the perusal of letters published on this page, two markets, viz.: Pittsburgh and Louisville, are very well satisfied with the rules. Others, however, object to the large percentage of yellow corn and the absence of specific grades for kiln dried corn. Dealers who have any opinions at variance with the tentative grades, as published, owe it to themselves and their brother dealers to make known their views. Write us your convictions and we will carry the story to 6500 dealers in different sections of the country. If all the members of the trade were to study closely the tentative grades and keep their convictions to themselves their study would not profit them or the members of the trade. Let us hear from you *now*.

## PENALTY FOR FAILURE TO FOLLOW RULES.

Chicago, Ill.—The grades of corn suggested by the government are well enough in their way, tho five grades would be sufficient, as anything not sweet would be sample.

It is useless, however, to draw up any rules for grading unless a penalty is provided for departure from the rules by inspectors in the different markets. The different markets will not interpret the rules the same unless the inspectors are forced to do so under penalty.

If this department adopted the United States Government grades and lived up to them the Chicago market would lose trade to those terminals that were more lenient in grading.—John P. Gibbons, Chief Grain Inspector.

## TOO MUCH YELLOW ALLOWED IN WHITE.

Cincinnati, O.—"The Government says that No. 1 white corn must be 98% white allowing 2% of yellow. The 2% yellow is too much, and it should be lowered to 1% with No. 1 white corn at 99% white. The majority of the members of the trade here seem to be in favor of this change."—Frank F. Collins.

## LOUISVILLE ENDORSES TENTATIVE GRADES.

Louisville, Ky.—On the 19th of this month a meeting of the Grain Committee of the Louisville Board of Trade was held to consider the report from the Agricultural Department of the United States as to the tentative corn grades.

Our meeting had before it the report of the Committee on Resolutions of the Washington meeting of March 4 and 5, 1912, reading as follows:

**WHEREAS**, There is doubt in the minds of the grain and hay growers and dealers as to the application of the Pure Food and Drug Act of June 30th, 1906, to grain and hay in their raw or natural form, and

**WHEREAS**, The question is now pending before the courts; therefore, be it

**RESOLVED**, That pending the final decision by the courts, we respectfully and earnestly petition The Honorable Secretary of Agriculture to cause an administrative order to be issued suspending further effort towards applying said law, and the rules of the Department to interstate shipments of grain and hay, and further, pending such suspension, the Department of Agriculture continue its activities in arriving at a proper standardization of grades, and we pledge, for the bodies that we represent, our most earnest efforts to have those standards adopted by such bodies.

In view of the fact that this report was signed by practically every grain organization or association east of the Rocky Mountains, as well as by the officials of the Grain Dealers National Ass'n, it was decided here that the only honorable course that could be pursued was to endorse the government's proposed grades all the way through and use the best efforts of our organization to have these rules adopted by everyone.

We are not unmindful of the fact that northern markets make the claim that they can handle to advantage and with safety 19¼% test No. 3 corn during a large part of the year, but we see nothing in the new proposed grades to prevent them continuing to do so. It would simply resolve itself into the markets that handle such corn, working the business as No. 4 corn instead of under the name of No. 3 corn. They could do this and still be acting in perfect good faith with the Department of Agriculture and be in line with the pledges made at the Washington meeting of March 5, 1912.

However, we wish to say that our experience in a great many years has shown us that 19% and 19¼% No. 3 corn is not safe to handle to the south, or in the south, and we believe the buyers in that section, which forms so large a purchasing territory of the United States, are entitled to proper protection.

We furthermore feel that all delegates who were present at the Washington conference with the Secretaries of Agriculture, Commerce and Labor and of the Treasury, are pledged, through the above resolution that was presented to these secretaries, to do everything in their power toward adopting the proposed grades of the Department of Agriculture and we sincerely trust this view will prevail at the New Orleans meeting.—Yours truly, Harry H. Bingham, chm., Louisville Grain Committee.

## FORMAL HEARINGS ON Corn Grades Announced.

Washington, D. C., Sept. 24.—A public hearing will be held at the Department of Agriculture, Washington, D. C., on Wednesday, Oct. 29, 1913, at 10:00 A. M., in order that all persons interested in the commercial grading of American corn may have an opportunity to be heard on the tentative grades for corn, as announced on Aug. 22, before Federal grades for commercial corn are definitely fixed by the Department of Agriculture.

For the purpose of giving those interested an opportunity to become familiar with the data on which the tentative grades are based, prior to the hearing, representatives of the Office of Grain Standardization will present the more important results of the investigations at New Orleans, La., on Oct. 15, in connection with the Annual Meeting of the Grain Dealers National Ass'n; and at Des Moines, Iowa, on Oct. 21 at a special meeting under call of the President of the National Council of Farmers Co-Operative Ass'ns.

The Department has also expressed a willingness to give additional opportunity for a further consideration of these data at a general meeting in Washington the day immediately preceding the date of the formal hearing, in case any one interested should care to call such a meeting.

## PITTSBURGH ENDORSES TENTATIVE GRADES.

Pittsburgh, Pa.—Concerning the tentative grades suggested by the United States Department of Agriculture, desire to say that at a meeting of this Association held Sept. 17 these suggested grades were endorsed by our Ass'n and no other action was taken.—Yours truly, Harry F. Denig, supt. & traffic mgr., Grain & Hay Exchange.

## 3% TOO MUCH; KILN DRIED GRADES NEEDED.

Stamford, Tex.—I have examined the tentative corn grades as formulated by the Department of Agriculture at Washington and for the south there is at least 3% too much moisture allowed. No. 2 is the highest commercial grade and should therefore be in condition to store for several months. Corn with 15½% of moisture in it will not do so here.

The greatest objection to the proposed grades, however, is the fact that there is no distinction made between natural and so-called kiln-dried corn. This kiln-dried stuff often comes within the rule as laid down for No. 2 corn when in fact it is not alone unfit for storage but scarcely for feed. Much of it consists of corn in an advanced stage of fermentation by reason of excessive moisture. This is partly arrested by subjecting the grain to a current of hot air. It is then cleaned and cooled to pass inspection. I think that the buyer of such grain should be put on notice. There should be separate grades for natural and for kiln-dried corn, and a buyer should not be compelled to accept the one in place of the other.—J. Van Steenwyk.



The most useful education is the one you get through your efforts to make a living. It is not acquired at Yale or Harvard, but the class is always in session at the University of Hard Knocks.—James Austin Murray.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### IS NATURAL SHRINKAGE DEDUCTION LEGAL?

*Grain Dealers Journal:* I have been notified by the claim agent in the last few weeks to amend my railroad claims by deducting one-quarter of one per cent on corn and one-eighth of one per cent on oats from the amount of the claim for natural shrinkage.

When did this law go into effect, and does it cover all shipments? I would like to know so as to deduct it from all claims so that I will not be bothered.

Is this law just and is it being tested and enforced?—E. E. Billings, Grundy Center, Ia.

### LIABILITY OF CITY AND WEIGHMASTER.

*Grain Dealers Journal:* Our city weighmaster is weighing on commission, giving the town 10% of his fees and keeping the balance. He is not under bond. Recently a traveling scale expert tested the city scales, my scales, and those of the Everly Grain & Implement Co. On the day following I tested the scales by weighing loads of grain on all three of them; and I found that my scale and the Everly Grain & Implement Co. scale agreed to within 10 lbs., but the city scale weighed 240 lbs. more. A few days later a member of the city council examined the city scale and fixed it to weigh properly. What protection has the buyer against wrong weights given by the city weighmaster?—John Jacob, agt., Huntting Elvtr. Co., Everly, Ia.

### ENTRY OF BUCKWHEAT INTO UNITED STATES UNDER NEW TARIFF.

*Grain Dealers Journal:* Will you please inform us when Canadian buckwheat grain will move on the basis of the new tariff and no duty. Suggestions have been made that the Canadian government must ratify the action of our Congress.

How much of the Canadian crop will be available for export either into the states or elsewhere; that is, how much of their crop are they going to need at home?—B. A. Dean & Son, Auburn, N. Y.

**Ans.:** The old tariff on buckwheat has been 15 cents per bushel on the grain and 25 per cent ad valorem on the flour. The proposed tariff bill as adopted by the Senate Sept. 9 admits the buckwheat grain or flour entirely free of duty.

The provision that Canada must acquiesce by removing its own duty applies only to wheat and wheat products, so buckwheat will be admitted free without ratification by the Canadian government.

For the fiscal year ended Mar. 31, 1910, Canada exported 923,552 bus. buckwheat, of

which 522,606 bus. went to Great Britain and 163,971 bus. to the United States. Reports on the buckwheat crop of Canada and the United States are published elsewhere in this number of the Grain Dealers Journal.

### BUYING MORTGAGED GRAIN.

*Grain Dealers Journal:* Can Journal readers give me any information in regard to buying mortgaged grain when the party holding the mortgage has not notified the buyer of the mortgage?—Harry W. Speight, mgr., Eagle Roller Mill Co., Porter, Minn.

### NATURAL SHRINKAGE RULE.

*Grain Dealers Journal:* We are having correspondence with the C., B. & Q. R. R. in connection with the  $\frac{1}{8}$  of 1% deduction for natural shrinkage on small grain. We would like to know whether this  $\frac{1}{8}$  of 1% is calculated on all the grain in the car, or merely on the amount lost in transit. Also, is this rule in force on other lines besides the C., B. & Q.?—Thos C. Lorenzen, agt., Peoples Grain, Coal & Live Stock Co., Upland, Neb.

**Ans.:** F. C. Maegly, Assistant General Freight Agent of the A. T. & S. F. Ry., the man who was most active in bringing about the adoption of the "natural shrinkage rule," states that this  $\frac{1}{8}$  of 1% deduction for small grains and  $\frac{1}{4}$  of 1% deduction for corn are figured on the weight of the entire carload of grain, as given by the shipper, or as ascertained by the railroad at point of loading. This deduction is justified by the railroads on the ground that in the loading of grain into the car and the unloading out of the car, there is an invisible, unavoidable wastage, not due either to defects in the car nor to errors in the loading and unloading weights. The rule is a tariff provision on all western lines. It is doubtful if the rule can be enforced in the courts, as the laws require common carriers to deliver at destination all they receive for shipment. Heretofore they have made delivery or paid for grain lost. The law has not been changed and no excuse has been advanced for railroads changing their practice. If they would furnish well coopered cars grain would seldom leak in transit.

### ILLINOIS LAW FORBIDS NATURAL SHRINKAGE DEDUCTION.

*Grain Dealers Journal:* On claims we put in for grain lost in transit the railroad companies are more insistent than ever upon making the deduction of  $\frac{1}{4}$  or  $\frac{1}{8}$  of one per cent for "natural shrinkage." We have had a great deal of correspondence with the Chicago & Alton Railroad on this matter; but we refuse to allow the shrinkage deduction and have taken up the matter with our attorney, who advises us there is no law permitting the railroads to take this shrinkage. Can the railroad take the shrinkage?—S. & Co.

**Ans.:** Not only is there no law permitting the deduction, but the Illinois law expressly forbids it. The Illinois Statute, enacted in 1871, provides as follows:

"WEIGHING IN RECEIPT. And at the same time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or B/L for such grain, in which shall be stated the true and correct weight.

"AND said corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any reduction for leakage, shrinkage or other loss in the quantity of same.

"DAMAGES. In default of such delivery the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain, not delivered at the time and place when and where the same should have been delivered."

The foregoing statute is still in effect, not being among those repealed by the new Public Utilities Law in effect Jan. 1, 1914.

No decision of the supreme courts has been made on this question, but Interstate Commerce Commissioner F. M. Cockrell on Jan. 3, 1910, wrote W. S. Washer, pres. of the Atchison Board of Trade, that the Commission can neither sanction nor condemn this deduction, as it is not a question of rates and need not be published in carriers' tariffs. The publication of the rule for natural shrinkage in carriers' tariffs does not have the effect of making such deduction legal, says Commissioner Cockrell.

### REFUND FOR GRAIN DOORS.

*Grain Dealers Journal:* During last spring I furnished grain doors for 10 cars of grain, and now the railroad company refuses to pay for same, altho at the time they had no doors on hand. Kindly advise how I can collect from the railroad.—T. R. Landrum, Waverly, Mo.

**Ans.:** Bring suit in your local court. See reply to a similar query on page 358 of the Sept. 10 Journal.

### WHAT IS ACIDITY OF CORN?

*Grain Dealers Journal:* The United States Department of Agriculture in promulgating its tentative grades of corn as published in the Journal for Aug. 25, page 281, gives an extensive note on the importance of the "degree of acidity" in determining the soundness of corn, but the government does not state how the percentage of acidity is arrived at. What is the acidity test?—C. M. Wilson.

**Ans.:** See illustrated article on "Corn Acidity Investigation," page 284 of the Journal for Aug. 25. The apparatus, chemicals, process of sampling, method of procedure and making measurements in the acidity test of corn by E. J. Watson, commissioner of agriculture of South Carolina, and worked out by A. C. Summers, Chief Chemist, are given in full on page 447 of this number of the Grain Dealers Journal.

### DAMAGES FOR DELAY IN TRANSIT.

*Grain Dealers Journal:* Did not the Supreme Court rule sometime ago regarding the schedule time on shipments of grain? We have brot suit against the railroad company for loss due to a decline in market on account of delay in transit, and our attorney desires to get all the information he can regarding the time allowed railroads on shipments of this kind.

We are under the impression that we saw in the Journal a ruling by the Supreme Court that railroads were entitled to eight miles per hour on grain shipments moving from one market to another.—S. S. Kerr, Nashville, Tenn.

**Ans.:** You are unquestionably entitled to damages arising from delays in transit where such delay is unreasonably long or is due to carrier's negligence. In either case recovery depends upon proof that the delay actually was unreasonable or was due to negligence. The railroads recognize this fact and voluntarily pay claims for delay when the circumstances are so aggravated that they stand no chance of defense in court. We know of no ruling of the Supreme Court that railroads are entitled to 8 miles per hour on grain shipments moving from one market to another. Moreover, we believe that a ruling in one case of this sort would not apply to a movement between two other markets. However, you should be able to recover on the showing of the facts. Decisions on carrier's liability for delay were published on page 468 of the Mar. 25 Journal, and page 369 of the Sept. 10 number.

On trial in court evidence to establish the unreasonableness of the delay by comparison with the scheduled and expected movement would be valuable. A showing could be made by compiling the regular schedule of freight train movement between the points of origin and destination, as well as a record of the movement of specified cars of freight, giving time of leaving point of origin and of arrival at destination.



Negligence might be established by tracing the car and detecting that the shipment had been held at some siding for days or weeks thru some blunder of the railroad company.

If notice has been served on the carrier when the car was loaded that the shipment had to get to market in a certain time to fill a contract expiring on a specified date, the court will hold the carrier to more strict accountability for the delay.

## ARE WRITTEN CAR ORDERS NECESSARY?

**Grain Dealers Journal:** Are written orders for cars necessary? If I inform the railroad agent verbally what my requirements are, and he acknowledges my order by attempting to get cars, is that not sufficient? I have been told that car orders are necessary. I would like to hear the views of others on this point.

**Ans.** An order for cars, when accepted by the railroad is a contract by which the railroad binds itself to furnish the desired cars and incurs responsibility for any loss or damage occasioned by its failure to do so, unless such failure arises from a cause beyond its control. If the car order is in writing, it requires no supporting evidence; if it is verbal, the shipper is certain to have difficulty to prove its existence to the satisfaction of the court. For his own protection, the elevator manager should make all his requisitions for cars in writing, getting the agent's signed acknowledgment of the order. Then if he suffers any loss thru the railroad's failure to furnish cars, he will have a written contract to support his claim for damages.

WITH ALL grains on a good merchandising basis, with the farmers indifferent sellers, and with the tremendous crop losses of the year, we believe investment buyers are offered unusual opportunities.—E. W. Wagner & Co.

## ORAL CONTRACT A SNARE.

Telephone conversations unquestionably must be confirmed in writing to avoid such controversy as involved the Yukon Mills & Grain Co., plaintiff, in a suit against the Imperial Roller Mills Co., defendant, before five different courts. Plaintiff contended that the contract was made by telephone conversation and confirmed by letter. Defendant insisted that it was an oral contract made by one Marlow, the agent of plaintiff, and A. G. Glick, the manager of the defendant company, at Minco.

The plaintiff alleged in its complaint that on or about Sept. 1, 1906, the defendant sold and delivered to plaintiff 1,000 bushels of wheat at 59 cents per bu. first-class milling wheat, strictly dry, sound, and sweet, and to be delivered to the plaintiff at its mills in Yukon, Okl.; that the wheat was not first-class wheat, nor was it sound, dry or sweet, but, on the contrary, was damp, musty, and wholly unfit for milling purposes; that as soon as plaintiff discovered the true condition of the wheat it notified defendant, and demanded the return of the money paid therefor, but defendant refused to return the same, or take the wheat back; that by reason of the unfitness of the wheat for milling purposes plaintiff could not use it, but was compelled to ship to Galveston, where it was sold for \$494.46, after paying the freight and expenses; that plaintiff, by reason of the wrongful acts of defendant, had been damaged in the sum of \$85.54 as general, and \$10 as special, damages.

Defendant answered, admitting that it sold plaintiff the car of wheat in question, and received thereon, as pay for the same, from plaintiff the sum of \$570. And further answering, it denied that car was to be delivered at Yukon, but, on the contrary, avers that the wheat was to be delivered f. o. b. Minco, and that one A. W. Marlow, agent acting for and on behalf of plaintiff, accepted said car of wheat at Minco, and agreed to pay defendant the

sum of \$590 therefor; that there was yet due on the car from plaintiff to defendant the sum of \$20, for which it prayed judgment. Upon the issues thus joined trial was had, and a judgment was entered in favor of plaintiff in error in the sum of \$80.54.

From this judgment of the United States Commissioners Court an appeal was taken to the United States Court of Indian Territory, transferred to the district court of Grady County, where judgment was granted plaintiff, but later set aside and a new trial granted before a jury which gave defendant judgment for \$20 on its counterclaim. Plaintiff took an appeal, but the Supreme Court of Oklahoma has finally decided it could not reverse the finding of the jury on the facts. 127 Pac. Rep. 422.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. R. of N. J. 11740 passed thru Modale, Ia., Sept. 23, leaking yellow corn badly at door post.—W. M. Sharpnack, Sharpnack & Co.

C. R. I. & P. 60017 broke down at Morris, Ill., Sept. 20, and a considerable amount of barley ran out. Train was stopped on account of air hose breaking. Train crew loaded some barley into car again and patched up leak.—J. H. Schumacher, mgr. Farmers Square Deal Grain Co.

Frisco 23293 passed thru Little Rock, Ia., Sept. 19, leaking oats at door. Did not stop long enuf for me to repair leak.—R. H. Sietsema, agt. E. A. Brown.

C. R. I. & P. 56661 was set out on siding at Grundy Center, Ia., Sept. 19, leaking yellow corn thru side and grain doors. Will report it to section foreman so he can repair it.—E. E. Billings.

Frisco 120961 passed thru Little Rock, Ia., Sept. 18, leaking oats at door post. Stopped hole up the best I could.—R. H. Sietsema, agt. E. A. Brown.

C. H. & S. A. 37416 passed thru Breckenridge, Ill., Sept. 18, leaking corn badly at the door.—E. L. Davis, mgr. Berry & Breckenridge Farmers Grn. Co.

C. R. I. & P. 47420 passed thru Minburn, Ia., Sept. 17, via M. & St. L. leaking oats badly at side of car.—B. P. Greenfield, agt. Wright & McWhinney.

P. McK. & Y. 20277 passed thru Lebanon, Ind., Sept. 17, via Big Four, leaking wheat at side of car.—N. W. Mattix & Co.

Soo 7398 passed thru Minot, N. D., Sept. 16, leaking wheat at side.—A. Reader.

Great Northern 37068 passed thru Glenfield, N. D., Sept. 16, leaking wheat under end door. Did not have chance to fix it.—John A. Ahrens, agt. Minnesota Elvtr. Co.

Illinois Central trainmen damaged a car while switching at Waterloo, Ia., Sept. 13; and 80 bus. of corn leaked out.—H. Schultz, Parkersburg, Ia.

Great Northern 127341 passed thru Leeds, N. D., Sept. 12, leaking badly on side, also end leak.—M. J. Cullen, mgr. Farmers Co-operative Elvtr.

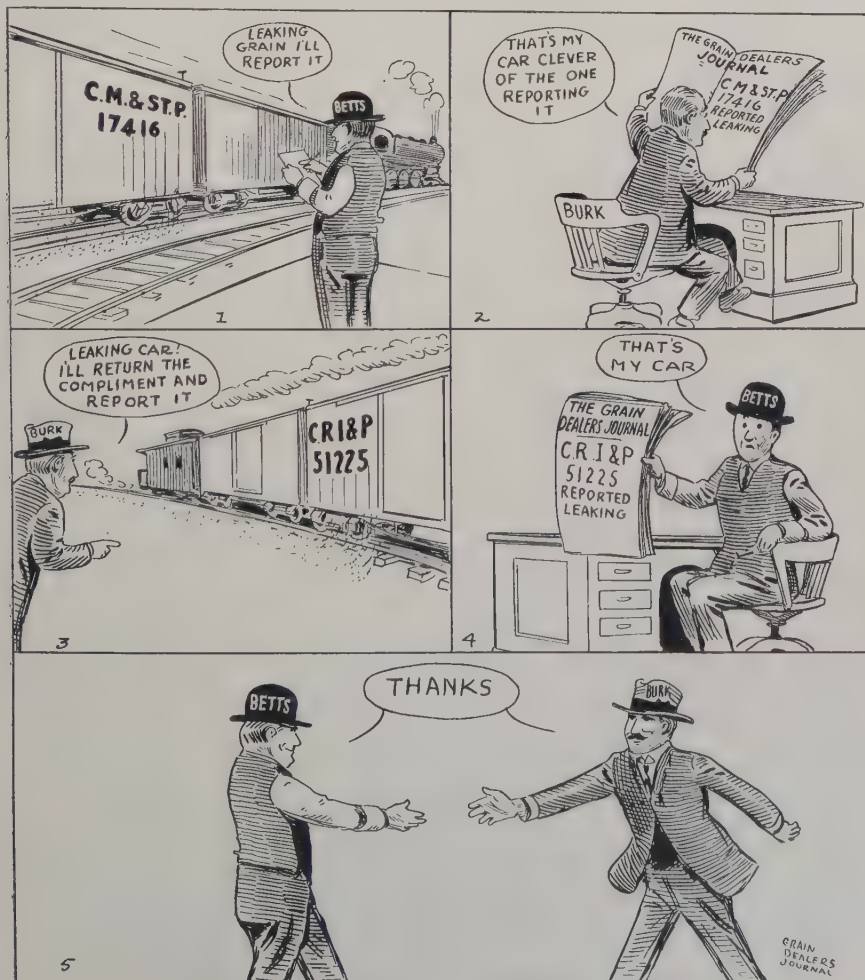
L. & N. 90332 arrived at Scranton, Ia., Sept. 11, leaking oats badly at broken door post. Car was set out at this point for transfer.—J. A. Miles, mgr. Farmers Elvtr. Co.

P. R. R. car 53293 passed thru Watseka, Ill., Sept. 11, eastbound, on T. P. & W. leaking corn at bottom on side near front end where siding was broken loose.—O. L. Gray.

C. St. P. M. & O. 23080 leaking oats was transferred at Jewell, Ia., Sept. 10, to C. & N. W. 68950. End of car was bulged out at top.—C. B. Martin, mgr. Jewell Farmers Elvtr. Co.

Ia. Cent. 4012 passed thru Minburn, Ia., Sept. 9, southbound via M. & St. L., leaking yellow corn at side of car.—B. P. Greenfield, agt. Wright & McWhinney.

C. P. R. 145906 passed thru Bagot, Man., recently leaking wheat.



How it Works, or Casting Bread Upon the Water.



## SEPTEMBER.

Across the downs brown Autumn sends its call and roads and sky and sea proclaim its advent.

The wheat and barley fields reflect September's golden sun; the warming heart of old earth is happy for the token of plenty and the reapers who have sowed are glad in the fullness of it all.

This is the month's fair message, the boon of its ripened, mellow days.

To gather in the harvest!

Here is the seed come to its own, the sheaves to their barns, the toiler into his bounty.

And under the silver, hunter's moon who can doubt the wisdom of the Builder? Who does not well believe in the distant star that marks the journey's end?

Cherish close the wondrous talisman of faith and the man's soul of you will know that the world is clean and hearts are steadfast yet!—Optimist, in The Haberdasher.

## Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### OBJECTS TO GOVERNMENT GRADES.

Valparaiso, Ind.—We object to the corn grades recently promulgated by the Department of Agriculture. After giving the matter some thought, we do not see how the country shipper is going to handle the new grades. At every corn harvest we get several different grades of corn, and if forced to live up to the new order of things now being proposed, we would surely get the empty bag. No country elevator that is not a transfer house is equipped to cope with the proposed grades. We think it would be necessary to have a drier, and that would be money invested with no returns whatever.—Nickel Grain Co.

### FIRE PREVENTION RULES VIOLATED.

*Grain Dealers Journal:* The fire insurance companies issue cards and circulars giving rules for preventing fires; but these rules are frequently ignored. I saw one elevator man smoking his pipe while cleaning and elevating corn. At one time he was leaning over the dump, running a big chance of having a spark drop from his pipe.

Another elevator man had the door to the dust room open; and passing trains could easily drop a spark in it. Another elevator had inflammable rubbish scattered all around it. If I were an insurance inspector, I would make a lot of these managers clean up their plants.—A Traveler.

THEODORE H. WATERMAN, at one time a big operator on the Chicago Board of Trade, died recently at Albany, N. Y., at the age of 54. He was for several years a successful operator in grain, when conditions made it profitable to hold for a rise. He was a member of the Chicago Board of Trade, Produce Exchange of New York, and the Chambers of Commerce of Boston and Buffalo.

### SOME MORE BIG WAGONLOADS.

The record for receiving the biggest wagonload of grain is still being hotly fought for by grain dealers all over the country. Below are a number of letters sent in for publication. A large number of Ohio elevator men felt that their state was being slighted and immediately sent in data to prove that the Ohio farmer is among the best when it comes to hauling grain.

But few of the letters indicate the kind of wagon used or the motive power used to haul in the loads. In order to place all on an equal footing, this information is absolutely necessary; otherwise some western grain man will carry off the record with a wagonload hauled to his elevator by a gasoline tractor.

### ANOTHER BIG OHIO LOAD.

*Grain Dealers Journal:* In looking over the list of big wagonloads of oats I find none reported from Ohio. On Aug. 13 J. S. Guthery, banker and state representative, hauled 9,750 lbs. or 304:22 bus. On Aug. 14 George Ramb hauled 9,920 lbs. or 310 bus. We have plenty of 200-lb. loads on our books. The boys from the other states will have to get one better than reported yet to beat the "Buckeyes."—C. Bayman, La Rue, O.

### ANOTHER LOYAL OHIOAN ENTERS CONTEST.

*Grain Dealers Journal:* We note in the Journal of Sept. 10 that all reports for big wagonloads of oats are from other states. We wish to advise that Ohio is on the map. On Feb. 17 Jay Funk delivered to us a wagonload containing 7,540 lbs. or 235:20 bus. of oats. He delivered to us in two days three loads that averaged 220 bus. We do not want to boast but just to advise readers that producers in Ohio also draw some good-sized loads.—Hanson & Bresler, Wauseon, O.

### NORTH DAKOTA PRESENTS A LOAD OF 225 BUS. OF OATS.

*Grain Dealers Journal:* I notice in the last issue of the Journal some of the elevator agents bragging about their big loads. The man with the 230 bus. of oats has me beaten a few bushels; but C. N. Northrop brot in a load of oats containing 225 bus., a load of barley containing 181 bus., and a load of wheat containing 146 bus. The gross weight of this last load was 12,000 lbs., pulled by four horses. Dave Moore brot in a two-horse load weighing 9,150 lbs. gross, or 115 bus. of wheat. That is some load for this hilly country.—J. C. Walter, mgr., Blabon Farmers Elvtr. Co., Blabon, N. D.

### CLAIMS RECORD FOR CONSECUTIVE LOADS.

*Grain Dealers Journal:* We note in the Journal Sept. 10 the record load of oats sent in by F. M. Vickery, Bippus, Ind. This load must have been tramped down with a pile driver. While we can't beat his high mark, here is a record of 23 consecutive loads of white Russian seed oats taken in at our elevator on Aug. 30: 176:08 bu., 194:12 bu., 194:02 bu., 204:12 bu., 199:22 bu., 204:02 bu., 190 bu., 200:20 bu., 169:02 bu., 136:18 bu., 175:30 bu., 186:08 bu., 161:08 bu., 158:24 bu., 180 bu., 158:04 bu., 194:02 bu., 208:24 bu., 175 bu., 171:08 bu., 161:18 bu., 221:28 bu., 164:02 bu.

This is an average of a little over 182 bus. to the load. While these were exceptionally heavy oats, bred especially for seed, they were loaded in ordinary tanks and were not packed down. Of course we have some real roads to haul on. Let's see someone try to beat this.—E. W. Chaffee, Seed Dept., the Amenias & Sharon Land Co., Amenias, N. D.

### THE OHIO RECORD.

*Grain Dealers Journal:* We note in the Journal of Sept. 10 under the heading "The Biggest Wagonload of Oats" several different sized loads. As it is almost a daily occurrence for us to receive a 200-bu. load, we will give our biggest load for this season. On Aug. 19 Frank Edgington delivered 8,230 lbs. or 257 bus. of oats and hauled them five miles with one team. On Aug. 18 we received 6 loads running from 200 to 215 bus. We do not claim the record but the load of Aug. 19th beats anything we have noticed yet.—Geo. W. Mahaffey, Morral Lumber & Elevator Co., Morral, O.

### OHIO ENTERS THE CONTEST.

*Grain Dealers Journal:* In the Sept. 10 Journal we noticed some letters giving record loads of grain hauled to elevators in different states. We find there is none from Ohio, so we give some loads hauled to us. On May 26 J. C. Murray hauled us a load of oats that weighed out 243:04 bus. This same farmer hauled us over 4,000 bus. of oats this year and all of his loads run over 200 bus. per load. He also hauled 10,005 bus. of wheat in 89 loads, making an average of over 112 bus. per load. The largest load of grain we ever received, was hauled by Mr. Murray Aug. 6, 1910, and contained 162:10 bus. of wheat.—Jones & Jones, Mt. Sterling, O.

### CATS 292:06; EAR CORN 108:20; OHIO RECORDS.

*Grain Dealers Journal:*—I notice in the Journal of Sept. 10 quite a list of record-breaking loads of grain received by Illinois and Indiana elevators, which no doubt are much out of the ordinary in their respective localities; but wish to inform the readers of the Journal that the Buckeye farmers are also up in the class of heavy haulers, as the following report shows. On Aug. 5 McClanahan Bros. delivered to my elevator with two horses 292:06 bus. of oats and in the following week they delivered 23 loads of ear corn which totaled 2,259 bus. or an average of 98:15 bus. The largest load was 108:20 bus. and these loads were by no means all they could haul. Who is next?—W. C. Hile, Versailles, O.

### IDAHO OFFERS SOME BIG LOADS.

*Grain Dealers Journal:* We notice a number of letters in the Journal about big loads of grain coming to the different elevators. We are surprised that anyone would call the loads mentioned large. We will give you the net weight of a few loads coming in to our mills. These are not figured in bushels, as we buy by the hundredweight: Sept. 15, Wm. Morrow, 14,690 lbs.; Sept. 15, John Tryxell, 10,890; Sept. 13, M. Howard, 13,340 lbs.; Sept. 15, Wm. Morrow, 13,500 lbs.; Sept. 13, C. E. Gordon, 14,570 lbs.; Sept. 12, Wm. Morrow, 14,500 lbs.; Sept. 11, M. Howard, 13,190 lbs.; Sept. 11, John Tryxell, 14,280 lbs. Anything less than 10,000 pounds is not considered much of a load out west.—M. B. Middleton, Lewiston Milling Co., Ltd., Lewiston, Ida.



## INDIANA OFFERS A RECORD LOAD OF WHEAT.

*Grain Dealers Journal:* We have been reading in the Journal reports of some large loads of grain hauled in different parts of the country. We think we have them all beat as far as grain is concerned. On Aug. 5 Mr. Monroe Gall hauled to our mill a load of wheat containing 130:55 bus. He hauled this load with two horses for a distance of five miles.—Leesburg Grain & Milling Co., Leesburg, Ind.

## AN OHIO LOAD 228:4 BUS. OATS.

*Grain Dealers Journal:* We were amused to read in the Sept. 10 issue of the Journal about the big loads of oats they are hauling out in Iowa. The El Paso Elevator has us beat on the biggest load, but Ed. Rennert on Mar. 6 delivered a load weighing 7,300 lbs., containing 228:04 bus. G. Mack hauled a load of wheat on July 31 containing 142:30 bus. Some of our Western brothers must stand in the shade when our Ohio farmers are hauling big loads.—Ruffin & Missler, Marion, O.

## MINNESOTA PRESENTS BIGGEST LOAD OF OATS.

*Grain Dealers Journal:* I have noticed in the Journal Aug. 25 and Sept. 10, letters from grain dealers in Indiana, Illinois, Iowa and North Dakota telling of some big loads of oats that were delivered to their elevators.

I can go all of them one better. Herewith is a picture of a load of oats delivered to my elevator on Feb. 13 by V. E. Davis containing 8,940 lbs. net, or 279:12 bus. of oats. How is that on roads in southern Minnesota in February?—S. W. Stephenson, mgr., LaCrosse Grain Co., Dexter, Minn.

"Parcel post is a great thing." "Yep," asserted the grocer. "You can stick a stamp on a can of corn and send it right out to a farmer."

THE FIRST CARLOAD of wheat to move from North Dakota to the Pacific Coast was shipped recently by the Western Grain Co., New England, N. D., to Seattle, Wash.

SPAIN has advanced its import duty on corn from .50 pesetas per 100 kilos to 2.25 pesetas, effective Oct. 1. The new rate is equivalent to 45c per 220 lbs.

## "CALL RULE" TO BE AMENDED by Chicago Board.

The "Call rule," which has been a bone of contention between the public grain warehousemen on one side and the grain receiving commission merchants on the other, will be discarded by the Chicago Board of Trade by a vote of the members Sept. 26.

This action will be taken not because the rule has failed to accomplish its purpose or because the government suit against the Board for maintaining the "Call" is soon to come to trial, for the rule has been most successful in creating and maintaining a free and open market for grain, and the officers of the Board never feared the outcome of the government's suit.

The directors of the Board have become convinced that the rule could be recast in a progressive way to more exactly fit the conditions of the trade that the old call rule was intended to correct, and a committee representing all interests has been at work for several months to draw up a substitute. The sole purpose of the old rule was to compel the grain buyers to compete in the open market and it was only incidentally that the rule compelled all to pay the same price. The new rule will compel grain buyers who are members of the Chicago Board of Trade to compete fairly, while leaving each individual or corporation free to pay as much as he cares to above the market, after the close as well as during 'Change hours.

This much desired result is attained by having each member file for record with a designated official of the Board the price he wishes to bid the country after the close of the regular market. From that bid he will be required to deduct specified handling charges, giving him no unfair advantage over the grain commission merchant.

Incidentally the new rule will promote the trade of the Chicago market by doing away with the official limited closing call bid price. Since Chicago established the "call" outside interests and markets have made it a practice to wait until the Chicago call price had been fixed, to make their own bids an eighth or other fraction higher, in order to divert the grain from Chicago toward themselves. Hereafter outsiders will have no assurance that some individual Chicago buyer is not bidding far above the general run of bids from the Chicago market,

making the outsider's attempt to overbid the Chicago market fruitless.

The new rule follows in full:

## NEW RULE ON GRAIN TO ARRIVE AT CHICAGO.

Sec. 32. All wheat, corn, oats and rye purchased subject to Chicago Board of Trade weights or Chicago inspection by a member or members of this Ass'n at points outside of Chicago, for shipment to this market (the term "this market," as used herein, including all places where Chicago inspection or weighing prevail) shall carry, in addition to all other charges prescribed by the rules of this Ass'n, a charge of one-half ( $\frac{1}{2}$ ) of one (1) cent per bushel in case the purchase shall be made from a non-member, and three-eighths ( $\frac{3}{8}$ ) of one (1) cent per bushel when purchased from a member of this Ass'n.

These charges are established to cover all incidental expenses incurred in handling and financing such grain at this market, and accordingly this rule shall not be applicable to such grain purchased from a member of this Ass'n in business at Chicago who finances and attends to the arrival, the delivery, the collection and accounting of and upon such grain.

In order to facilitate the transaction of all business governed by this rule, the Board of Directors shall establish and maintain during a part or the whole of each day upon which the Exchange is open for business a place where buyers and sellers of wheat, corn, oats and rye to arrive may gather and freely buy or sell or offer to buy or sell the various commodities traded in thereon. The Board of Directors are further empowered to establish all necessary and proper regulations governing the terms and conditions upon which said trading shall be conducted both during and after the close of such market.

After the close of the regular market, any member, upon proper record being made of the same, may purchase or offer to purchase, wheat, corn, oats or rye for shipment to this market at any price said member may see fit to bid, provided such bid shall allow the aforesaid charges.

The intent of this rule is that all sales of wheat, corn, oats or rye made in accordance therewith shall be filled by the delivery of grain billed direct from the country point of origin to the seller at this market. Whenever the seller of such grain, prior to its arrival in Chicago, shall furnish to the buyer thereof the number of the car or cars containing said grain, the grade established by the State Inspection Department of Illinois shall be final between the seller and buyer at this market. In case the seller shall neglect or refuse to supply said information to the buyer prior to the arrival of the grain at this market, then the buyer, upon delivery thereof, shall have the right to appeal from the decision of said Inspection Department to the Grain Committee of this Ass'n.

This rule has been enacted to secure a broad, open and competitive market for the commodities traded therein, and any member of this Ass'n transacting business in his own name, or firm, one at least of whose partners is a member of this Ass'n, or corporation, one at least of whose executive officers is a member of this Ass'n, who shall wilfully purchase or offer to purchase any such grain for shipment to this market on a basis which shall not allow the aforesaid charges, shall, upon conviction, be subject to such discipline as the Board of Directors may elect to impose.

The committee having in charge the drawing up of the amendment was composed of the following members: J. P. Griffin, chairman; George E. Marcy, E. F. Rosenbaum, E. L. Glaser, L. F. Gates, F. J. Delaney, and E. W. Wagner.



Visual Evidence of Minnesota's Biggest Load of Oats, received by S. W. Stephenson, Dexter, Minn.

THE CANADIAN tariff on wheat will be the subject of a special meeting of the Canadian cabinet to be held in the near future at Ottawa. The cabinet will consider the advisability of removing the duty on American wheat and wheat products in order to take advantage of the countervailing feature in the Underwood tariff. Should the cabinet take affirmative action, free trade in wheat and wheat products will be established between Canada and the United States. The Canadian tariff law is very flexible, and any duty may be changed on a week's notice by action of the cabinet.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Ottawa, Can., Aug. 15.—The average condition throughout Canada of fall wheat is placed at 77.75%, spring wheat 87.62%, oats 87.45%, barley 87.58%, rye 85.01%, peas 83.49%, beans 82.05%, mixed grains 89.33%, flax 83.85% and corn for husking 82.05%; compared with an average condition of fall wheat 69.70%, spring wheat 83.07%, oats 81.11%, barley 83.02%, rye 83.53%, peas 75.99%, beans 79.27%, mixed grains 82.64%, flax 86.28% and corn for husking 70.37% at the same period of 1912.—Dept. of Trade and Commerce.

### DISTRICT OF COLUMBIA.

Washington, D. C., Sept. 9.—Rice on Sept. 1 showed a condition of 88%, compared with 88.8% last year and 89.2%, the 10-year average, according to the Crop Reporting Board of the U. S. Dept. of Agriculture. Acreage is placed at 824,100 acres, 114% of last year; yield per acre is estimated at 32.8 bus., and total production 27,000,000 bus. The yield per acre last year was 34.7 bus., and production, 25,000,000 bus.

### GEORGIA.

Adairsville, Ga., Sept. 21.—Not much grain marketed here.—J. P. Dyar, Sr.

### ILLINOIS.

Shirley, Ill., Sept. 10.—Corn will average 40 bus.; oats made 35 bus.—J. L. Douglass.

Maroa, Ill., Aug. 25.—Growing corn looking fine; will make 40 to 60 bus.—J. L. Francis.

Sutter Siding, Hopedale p. o., Ill., Sept. 19.—Corn will not make over a ½ crop.—Charles Graff.

Midland City, Ill., Sept. 11.—Corn will average 40 bus.; oats made 35 bus.—Geo. M. McElhiney.

Auburn, Ill., Sept. 17.—Corn will make about 30 bus.; oats were poor.—Auburn Roller Mfg. Co.

Freeburg, Ill., Aug. 24.—Wheat condition extra good; corn 25%; oats a failure.—Crown Elvtr. Co.

Murdock, Ill., Sept. 8.—Some wheat being sown. Corn will make about ½ crop.—Porterfield & Sons.

Argenta, Ill., Sept. 12.—Corn will average 40 bus.; oats made 25 bus.—J. W. Turner, mgr. Argenta Grain Co.

Dwight, Ill., Sept. 23.—Corn not well filled; will not average over 35 bus.—Frank Gibbons, mgr. Farmers Elvtr. Co.

Buffalo, Ill., Sept. 15.—Corn will make 35 bus. Large wheat acreage being sown.—J. C. Young, agt. E. B. Conover.

Broadwell, Ill., Sept. 16.—Corn will make 35 bus.; large wheat acreage will be sown.—Noah Cosby, agt. Spellman & Co.

Dawson, Ill., Sept. 15.—Large acreage of wheat being sown. Corn making 40 bus.—L. C. Parkhurst, agt. E. B. Conover.

Cisco, Ill.—Sept. 12.—Corn will make ¾ crop. Considerable new corn sold here.—W. S. Armsworth, mgr. Cisco Grain Co.

Towanda, Ill., Sept. 10.—Corn will make ¾ of a crop; oats made about ½ crop.—O. Clark, mgr. Towanda Grain & Coal Co.

Williamsville, Ill., Sept. 16.—Wheat acreage will be larger than last year; corn will make about 40 bus.—Prather & Groves.

Union sta., Emden p. o., Ill., Sept. 19.—Corn will make a half and possibly a ¾ crop. Oats made 30 bus.—Henry Holmes.

Ospur sta., Clinton p. o., Ill., Sept. 10.—Corn will make 40 bus. Oats made 30 bus.—G. W. Wright, agt. Shellabarger Elvtr. Co.

Nevada, Ill., Sept. 23.—Corn will average 30 bus.; well filled. About 10% of old corn left in farmers hands.—A. F. Mette, mgr. Alton Grain Co.

Beason, Ill., Sept. 11.—Corn will make ¾ of a crop. Considerable wheat will be sown here.—W. H. Armstrong, agt. Shellabarger Elvtr. Co.

Sunbury, Nevada p. o., Ill., Sept. 23.—Corn will not make over half crop; thin stand; many stalks have no ears.—J. P. Cahill, agt. Bartlett Frazier Co.

Lanesville, Ill., Sept. 15.—Old corn about gone. New corn will average 30 bus. Oats made 23 bus.—H. F. Priest, mgr. Mansfield-Ford Grain Co.

Hallsville, Ill., Sept. 11.—Corn will average 40 bus. Some wheat being sown but this is not a wheat country.—J. F. Bartley, agt. Hallsville Elvtr.

Hudson, Ill., Sept. 9.—About 5% of old corn left in farmers hands. New corn will make ¾ of a crop.—Geo. W. Hunt, mgr. Hudson Grain & Coal Co.

Elkhart, Ill., Sept. 16.—Old corn about gone; new corn will average 40 bus. Large wheat acreage being sown.—J. E. Gardner, mgr. Central Illinois Grain Co.

Sidney, Ill., Aug. 26.—Corn brot out by late rains; early corn will be good and late corn the best crop, having stood the drouth well.—Sidney Grain Co.

Forest, Ill., Sept. 22.—Corn will not average over 28 bus. Some fields will make 40 bus.; many stalks barren; many ears not well filled.—Riley & Wallace.

Hooper sta., Beaverville p. o., Ill., Sept. 23.—Oats yield 22 bus.; corn looking fair; estimated yield about 40 bus.—H. J. Kempen, mgr. E. J. Tegge Grain Co.

Witt, Ill., Sept. 23.—Corn crop will be light due to dry weather; about 50% of a crop. Will have to ship in corn and oats for feed.—J. M. Lounsbury, mgr. Witt Elvtr. Co.

Breckenridge, Ill., Sept. 18.—Corn will average 30 bus.; not much being sold; wheat sowing will start the 22nd.—Berry & Breckenridge Farmers Grain Co., E. L. Davis, mgr.

Ocoya sta., Pontiac p. o., Ill., Aug. 21.—Oats averaging 33 bus. per acre. Corn looks good, but blank stalks and uneven stand will make yield light.—P. A. Groevant, mgr. Farmers Elvtr. Co.

Burt sta., Armington p. o., Ill., Sept. 19.—Corn will probably not average over 25 bus. Much corn being shredded and this reveals the fact that many ears are not filled out.—V. E. Judy, mgr. Burt-Richmond Grain Co.

Hadley, Ill., Sept. 6.—Wheat and oats threshing all done; wheat good quality; in fine condition; oats not good quality; light yield. Not much fall plowing done owing to drouth; water scarce.—J. W. Gibson, agt. Barry Mfg. & Grain Co.

Girard, Ill., Sept. 17.—Condition of corn unusually poor. Many fields hurt by chinch bugs and will not yield anything. A few fields will make 45 bus.; average yield will not reach 30 bus. We have shipped in 30 cars of old corn and are getting 80c per bu.—A. S. Carter, mgr. P. S. Carter & Co.

Carlinville, Ill., Sept. 17.—Drouth broken but too late for corn. From Springfield to Carlinville, one continual tale of woe is heard. Some fields look good but upon examination shows that ears are not filled. Crop conditions were never quite so poor. Many dealers shipping in old corn and getting from 80c to 90c per bu. It is claimed that the intense heat did more damage than did the lack of rainfall as this territory can raise corn with practically no rain if the heat is not too intense. Wheat sowing now progressing in good shape.—S.

Decatur, Ill., Sept. 20.—Corn condition south of the L. E. & W. not encouraging; corn shredding shows many ears unfilled; much will be chaffy; many stalks barren; estimated yield of 40 bus. will be cut to 30 bus. in many places. East of Decatur along the C. H. D. to the state line yield will not be over 20 bus.; west along the Wabash estimates are 30 bus.; northwest along the I. C. the estimates are from 40 to 50 bus. and north of Lincoln 25 bus. is all that is expected. Taking all reports into consideration the average yield will not be over 28 bus., south of the L. E. & W. to an imaginary line passing east and west thru Pana. Wheat sowing is in full blast, owing to recent rains; will be a large increase in wheat acreage.—S.

Springfield, Ill., Aug. 1.—Total wheat acreage planted in Illinois this year was 1,058,004 acres, all but 52,429 acres of which was winter wheat. On this 6% was winter-killed or otherwise destroyed, leaving 993,468 acres harvested, compared with 598,123 acres last year. Average yield was 18 bus. per acre; total production 18,063,415 bus., compared with 6,315,205 bus. produced last year. Oats average was 2,638,262 acres; average yield 27 bus., the lightest yield per acre since 1908. Total production was 72,559,150 bus., compared with 117,245,081 bus. in 1912. Acreage of winter rye was 36,919 acres, an increase of 12% over last year. Average yield was 19 bus. per acre and total yield, 684,541 bus., compared with 597,934 bus. last year. Barley acreage was 38,646 acres; average yield

28 bus.; total yield 1,094,027 bus., compared with 1,188,723 bus. last year.—J. K. Dickerson, sec'y Illinois Board of Agriculture.

### INDIANA.

Middlebury, Ind., Sept. 11.—Wheat good, not large acreage. Corn fairly good; damaged by dry weather. Oats short; rye fair. Larger acreage of wheat will be sown this fall; very dry at present.—C. F. Troyer, Middlebury Grain Co.

### IOWA.

Everly, Ia., Sept. 18.—We are having fine corn weather. The corn is drying well and will be of good quality.—John Jacob, agt. Hunting Elvtr. Co.

Des Moines, Ia., Sept. 21.—Light to copious showers are breaking the drought; ground has been softened and much plowing and seeding of winter wheat has been done. Bulk of corn is now out of danger; practically all will be matured before the end of the month; a little more than the usual amount of corn put in shock.—Geo. M. Chappel, section director, Iowa Weather Bureau.

### KANSAS.

Fulton, Kan., Sept. 20.—Grain crop short; high prices will result.—Wm. L. Shaffer.

Galva, Kan., Sept. 20.—No corn on market; corn crop a total failure; will have to ship in for feed.—H. A. Small, agt. Colburn Bros.

Moray, Kan., Sept. 22.—Little corn to handle; some wheat still in neighborhood.—J. M. Powell, agt. John H. Lynds Mill & Elvtr. Co.

Denton, Kan., Sept. 21.—No corn to move from here; enuf raised for feed only. Wheat yield good; large acreage will be seeded this fall, but none seeded yet. A good crop of oats was raised but will be fed.—L. King, Winterscheidt & King.

### MARYLAND.

Maple Grove, Md., Sept. 12.—Corn good; wheat only half crop. Very dry; no seeding done yet.—P. P. Sauble.

### MICHIGAN.

Omer, Mich., Sept. 12.—Beans looking fine; acreage large. Oats good quality; poor yield; straw short. Wheat good quality; small acreage; yield 15 bus.; corn fine; large acreage.—Robt. Fletcher, gen. mgr. Omer Mill & Elvtr. Co.

### MINNESOTA.

Oslo, Minn., Aug. 25.—Crops a little under the average.—O. P. Bjorklund, agt. Atlantic Elvtr. Co.

Tyler, Minn., Sept. 5.—Barley yield small; 20 bus.; good quality; almost all stacked before rain. Oats yield 60 bus.; threshing will be in full force Sept. 15.—A. B. C.

Simpson, Minn., Sept. 20.—Good average crop; corn best; most is out of way of frost. Not much grain moving, farmers holding for higher prices.—C. E. Haney, agt. Cargill Elvtr. Co.

Wilmont, Minn., Sept. 6.—Crop good; not large as last year; oats fine; barley and wheat not so good; barley poor quality. Corn good; out of danger of frost. Hog cholera is in this section.—M. J. Kremer, mgr. Wilmont Farmers Elvtr. Co.

### MONTANA.

Saco, Mont., Sept. 12.—Grain half threshed; yield light but quality good.—L. W. Pease.

Homestead, Mont., Sept. 9.—Crops in this vicinity poor.—H. C. Fraley, agt. Montana & Dakota Grain Co.

Savoy, Mont., Sept. 20.—Crops fair; wheat, 15 bus.; flax, 12 bus.; oats and barley, 30 bus.—A. J. Cain.

### NEBRASKA.

Wilcox, Neb., Sept. 22.—We will not ship 100,000 bus. of wheat this year and not a car of corn.—John H. Olander, agt. W. M. Bruce.

Wallace, Neb., Sept. 8.—Weather dry and hot; wheat yield 10 bus. Will have enuf corn to feed. Farmers anxious for rain so they can sow wheat.—Kenney & Co.

Vesta, Neb., Sept. 9.—Big wheat crop mostly moved during July and August; no corn to market but will likely ship some for feeders.—J. H. Lalicker, agt. Duff Grain Co.

### NEW YORK.

Castile, N. Y., Sept. 22.—Wheat crop excellent quality and condition; but yield below normal, being from 20 to 25 bus. Oats good quality; fair yield. No corn will ripen here this year on account of early frosts.—M. A. Hopkins & Son.



## NORTH DAKOTA.

Hannaford, N. D., Sept. 20.—Crops good and business will be good.—C. C. Cate.

Conway, N. D., Sept. 10.—Threshing mostly done; crops were light but quality good.—Wences V. Houdek, agt. Pisek Grain Co.

Sanborn, N. D., Aug. 22.—Have fair crops; if rain holds off will have good quality.—Dan S. J. Leit, agt. Andrews Grain Co.

Napoleon, N. D., Sept. 10.—Threshing begun in earnest; grain not as good quality as last year.—G. G. Scheeler, mgr. Napoleon Grain Co.

Melville, N. D., Sept. 6.—Crop yield 10 bus.; not as good as expected. Threshing will last 15 days more.—G. J. Bower, agt. Powers Elvtr. Co.

Valley City, N. D., Sept. 12.—Wheat yield 12 bus.; little grain coming to market; farmers holding for higher prices.—Eben H. Schwartz, Occident Elvtr. Co.

## OHIO.

Forest, O., Sept. 18.—Good corn crop; wheat good; oats short.—C. E. Emery.

Canal Winchester, O., Sept. 20.—Fine crop of wheat; yield 25 bus.; testing 59 to 62 lbs. Will have fair crop of corn; fully 75% of an average.—C. P. Bauman, mgr. Winchester Mlg. Co.

## OKLAHOMA.

Muskogee, Okla., Sept. 19.—No corn to ship out; much will have to be shipped in; only oats enuf to supply home demand.—H. Waldo.

Grandfield, Okla., Sept. 11.—South Oklahoma is getting a soaking rain today and farmers will be able to prepare ground for fall crops. New corn is moving.—G. & S.

Nowata, Okla., Sept. 9.—No corn on account drouth; wheat damaged by chinch bugs; oats good; being held by farmers for feed. Corn selling for 80c; wheat 80c; oats 40c.—F. Spencer.

Gracemont, Okla., Sept. 9.—No complaint to make, blessed with good corn crop. New corn just started to move; good No. 3 grade, have not only quantity but quality.—C. A. Donning, agt. Chickasha Mlg. Co.

## PENNSYLVANIA.

Joanna, Pa., Sept. 20.—Grain crops fairly good. Late corn has improved wonderfully. Wheat selling at 88c, corn at 85c and oats at 46c.—B. F. Kurtz.

Bloomsburg, Pa., Sept. 20.—Frost this week damaged corn very much; early corn will be fairly good; 80% of average crop; yield 30 bus.—H. V. White, White Mlg. Co.

Titusville, Pa., Sept. 22.—The acreage of buckwheat compared with last year is about 80% and the yield per acre compared with last year is about 40%. The quality of the grain as marketed so far is considerably drier and better than last year, as we have had very little rain for several weeks in our territory. We do not believe we will have enough buckwheat to take care of our present requirements. Probably the most damage done to the buckwheat crop was due to frosts which occurred about a week or ten days ago. Late buckwheat was very badly damaged and some of it will not be harvested at all.—F. C. Kerr, treas., Kerr Hill Mill Co., Ltd.

## SOUTH DAKOTA.

Wakonda, S. D., Sept. 10.—Good crop of wheat and oats; expect to have fair crop of corn.—Babb Elvtr. Co.

Albee, S. D., Sept. 17.—Crops fair; late rain has spoiled considerable grain; shock threshing about finished and stack threshing is commencing.—Farmers Elvtr. Co.

## TEXAS.

Amarillo Tex., Sept. 23.—Alfalfa hay crop is shorter than it has been in 10 years; price \$20 in car lots.—Early Grain & Elvtr. Co.

## BUCKWHEAT CROP REPORTS.

Kitzmilller, Md., Sept. 22.—Buckwheat an average crop; acreage same as last year.—Rafter Mill Co.

Benton, Pa., Sept. 24.—Buckwheat acreage 10% larger than last year; yield 10-20 bus. better. Crop will be short; prices will be higher.—Benton Roller Mills.

Bloomsburg, Pa., Sept. 20.—The exceedingly dry weather cut the crop of buckwheat. The yield will be 60%; acreage 80%; quality of grain 90% of last year.—H. V. White.

Springfield, Ill., Aug. 1.—Area planted to buckwheat in Illinois decreased 14% under last year, and condition on Aug. 1 was 69% of normal.—J. K. Dickerson, sec'y Ill. Board of Agriculture.

Auburn, N. Y., Sept. 19.—Yield of buckwheat will probably be up to average, altho drouth ruined the crop in many fields. In some places the seed did not germinate at all. Estimate production at 50% of a crop.—E. A. Dean & Son.

Wilkes-Barre, Pa., Sept. 23.—Buckwheat acreage 80% and probable yield 65% of last year. No buckwheat will be shipped out of this section. The severe drought in this section killed a great portion of the grain, and some fields will not be cut at all.—Cyrus S. Weiss, sec'y, Miner-Hillard Mlg. Co.

Adamsville, Pa., Sept. 20.—Buckwheat acreage equal to last year. Little threshing has been done so far, but would estimate the yield per acre at 70% of an averaged crop. Do not expect grain to be of very good quality. We had an extremely dry growing season and early frosts.—Stanley S. McCurdy.

Ottawa, Ont., Aug. 15.—The condition of buckwheat in the maritime provinces and Quebec is 90% of a normal crop; Ontario 73.43; Prince Edward Island, 94; Nova Scotia 94. Condition for all Canada 85.3%, compared with 77.5% on Aug. 1, 1912.—Archibald Blue, Canadian Census and Statistics Office.

Fairchild, Wis., Sept. 20.—Acreage of buckwheat same as last year. Crop 60% of last year. The quality of the grain is good, but there will be no surplus. On account of the extremely hot weather during the summer, a great deal of the buckwheat was blasted and did not fill.—N. C. Foster, pres. N. C. Foster Lbr. Co.

Eaton, N. Y., Sept. 20.—On Sept. 15 we had an extremely hard freeze; temperature dropped to 20° above zero. We believe practically all the buckwheat in the eastern part of the state is either ruined or badly damaged. A few farmers are getting 10-15 bus. per acre; buckwheat will make 1/4 crop.—W. C. Macomber, mgr. Eaton Mlg. Co.

Plainwell, Mich., Sept. 19.—The acreage sown to buckwheat in our immediate locality this season is below the average and below last year's acreage. The yield will also be below last year as we have had an extremely dry season this year, and this not only cut the yield per acre down but it was on this account that the acreage sown was small, as many farmers were unable to sow their grain on account of the ground being too dry to properly prepare it for seeding. The quality of the grain is good but we do not think there will be any amount to ship outside of the state as the home mills will, no doubt, be able to use all that is offered.—Pioneer Co.

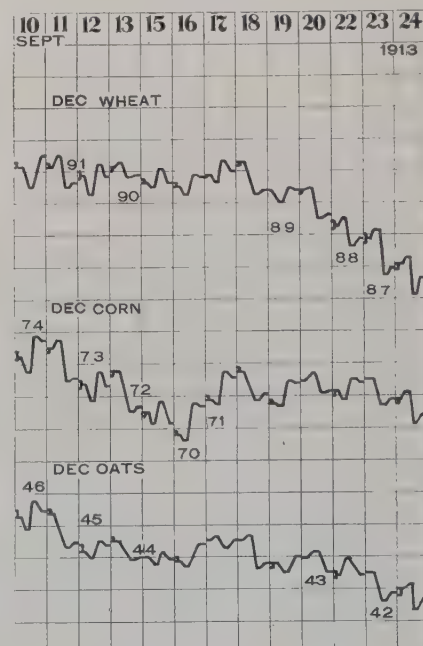
## Condition of Buckwheat Crop.

The United States Department of Agriculture reports that the condition of buckwheat on Sept. 1 was 75.4, compared with 91.6 last year and 87, the ten-year average. The yield per acre is placed at 18.2 bus., compared with 22.9 bus. last year, and 21 bus., the average for the five years previous. Estimating on the basis of a planted area of 841,000 acres, the same acreage as last year, total production will equal 15,000,000 bus., against 19,000,000 bus. in 1912 and 18,000,000 bus. in 1911.

	1913.	1912.	10-year average.
Maine .....	93	88	91
New Hampshire .....	91	92	93
Vermont .....	87	95	92
Massachusetts .....	83	90	89
Connecticut .....	77	..	92
New York .....	66	90	86
New Jersey .....	81	80	87
Pennsylvania .....	79	95	88
Delaware .....	86	88	88
Maryland .....	84	90	88
Virginia .....	84	83	87
West Virginia .....	83	89	87
North Carolina .....	80	86	89
Ohio .....	75	96	85
Indiana .....	78	88	85
Illinois .....	78	85	84
Michigan .....	77	90	84
Wisconsin .....	89	89	86
Minnesota .....	87	91	85
Iowa .....	80	90	86
Missouri .....	55	85	84
Nebraska .....	74	..	87
Kansas .....	60	91	82
Tennessee .....	76	94	90
United States .....	75.4	91.6	87

## Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



## DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

## DECEMBER WHEAT.

	Sep. 10.	Sep. 11.	Sep. 12.	Sep. 13.	Sep. 15.	Sep. 16.	Sep. 17.	Sep. 18.	Sep. 19.	Sep. 20.	Sep. 22.	Sep. 24.
Chicago .....	91½	90½	90¾	90¾	90¾	90¾	91	90¾	90¾	89¾	88¾	87¾
Minneapolis .....	88½	87¾	88½	88	87¾	88½	88½	87½	87½	86¾	85	84¾
Duluth .....	89	88½	88½	87¾	88½	88½	88½	87¾	88	86¾	85½	85
St. Louis .....	93	92	92½	92½	92½	92½	93	92¾	91½	91	90	89¾
Kansas City .....	87¾	87½	87½	87¾	87½	86¾	87¾	86¾	86¼	85½	84¾	84½
Milwaukee .....	91¾	90¾	90¾	90¾	90¾	90¾	91	90¾	90¾	88¾	87¾	87¾
Toledo .....	98½	97¾	97¾	98½	97¾	98	98	97½	97¾	96¾	95¾	94¾
New York .....	99½	98½	98½	98½	98½	98½	98½	98	97¾	97¾	96¾	95½
*Baltimore .....	94	94	94	94	94	94½	94½	94	94	93½	93	91½
Winnipeg .....	85¾	85¾	85¾	85½	85½	85½	85½	85	84¾	84	83¾	82
Liverpool .....	102½	102½	102½	103¾	103	102½	102½	103¾	103	103½	102½	101½

## DECEMBER CORN.

	Sep. 10.	Sep. 11.	Sep. 12.	Sep. 13.	Sep. 15.	Sep. 16.	Sep. 17.	Sep. 18.	Sep. 19.	Sep. 20.	Sep. 22.	Sep. 24.
†Budapest .....	121½	121	120½	120¾	121½	121½	121	121½	120½	120½	119¾	120¾
Chicago .....	73¾	72½	72½	71¾	71¾	71¾	72½	72	72¾	72¾	71¾	71¾
Kansas City .....	73¾	73¾	73¾	72¾	72¾	72¾	73¾	73¾	73¾	73¾	73	72¾
St. Louis .....	74¾	73¾	73¾	72½	72¾	72¾	73¾	73	73¾	73¾	72¾	72¾
Liverpool .....	73¾	73¾	73¾	74¾	74¾	74¾	75¾	75¾	75¾	74¾	74¾	74¾

\*September delivery. †October delivery.



## DETERMINING THE ACIDITY of Corn.

In presenting its tentative grades of corn the United States Department of Agriculture calls attention to the unflinching accuracy of the acidity test as an indicator of the keeping qualities of corn in storage. Corn appearing sound to the eye will sometimes spoil. This is due to the acidity or sourness of the grain. To determine whether corn is acid, and to what extent and for purposes of comparison of different samples, the following standing method of conducting the acid test has been worked out and is used regularly by A. C. Summers, chief chemist of the South Carolina State Board of Agriculture:

### APPARATUS NECESSARY.

One graduated burette.  
One or more 50 cubic centimeter graduated glass flasks fitted with ground-glass stoppers.  
One or more 5-inch glass funnels.  
One filter stand or some appliance for holding funnel while filtering.  
Three-inch filter paper, preferably folded filters.  
One or more 25 cubic centimeter graduated glass cylinders.  
If whole corn is to be examined, a mill is necessary—a drug or coffee mill will do.

### REAGENTS NECESSARY.

Neutral alcohol. Such alcohol may be obtained from dealers in fine chemicals. If no neutral alcohol is at hand, it may be readily prepared by the distillation of the ordinary 95 per cent alcohol with the addition of unslaked lime. A few lumps of quick lime are put in a still or retort of copper or iron; the alcohol is poured in and the still connected with a water-cooler condenser. The so-called Liebig condenser is good for this purpose. The connections may be made with suitable bent glass tubes and cork or rubber stoppers. A receiving vessel is placed under the open end of the condenser to catch the alcohol. The still or retort is then heated with a non-luminous flame till the greater part of the alcohol has boiled over. All the alcohol cannot be recovered because of the danger of burning the still. An ordinary kerosene can may be used as a still, the spout of the can being connected with the condenser. If no vessel suitable for use as a still is at hand, a glass distilling flask may be secured from a dealer in chemical apparatus. It is best to use those made of Jena glass. The glass must not be heated directly, but must be heated over a water bath in the manner of a double boiler. To accomplish this it is immersed up to the beginning of its neck in some sort of kettle filled with water. The heat is then applied to the kettle. The flask is touched only by the boiling water. Care must be taken that the flask does not break; for then there is danger of setting the alcohol on fire. A fire of this kind is best put out by smothering it with sand, a small keg of which should be kept handy.

A solution of phenolphthalein as indicator.

Distilled water.

Twentieth normal caustic alkali (NaOH or KOH). This, too, may be purchased from dealers in fine chemicals. Only small quantities should be purchased or made at a time, as it deteriorates in a month or two, even if tightly stoppered, when it should be replaced with fresh solution.

### PROCEDURE.

If the sample to be tested is whole corn it must first be ground until all of it can be passed through the 20-mesh sieve. For this purpose a fair sample should be made, taking it from different parts of the lot—the bottom as well as the top. The sample should not be too small. It should consist of at least 500 kernels. If it is meal no further grinding is necessary, but the sample should be a mixed one, consisting of portions taken from different parts of the sack. Ten grams of the thoroughly mixed sample are weighed out and transferred to a cubic centimeter graduated flask fitted with a ground-glass stopper. The flask is then filled to the 50 c.c. mark with neutral alcohol of a strength of 85 per cent by volume. After the addition of the alcohol the flasks are allowed to stand for twenty-four hours at room temperature with an occasional shaking. At the end of that period a dry filter paper is placed in the glass funnel and the stem of the funnel brought over the 25 cubic centimeter cylinder. Then the clear liquid in the 50 c.c. grad-

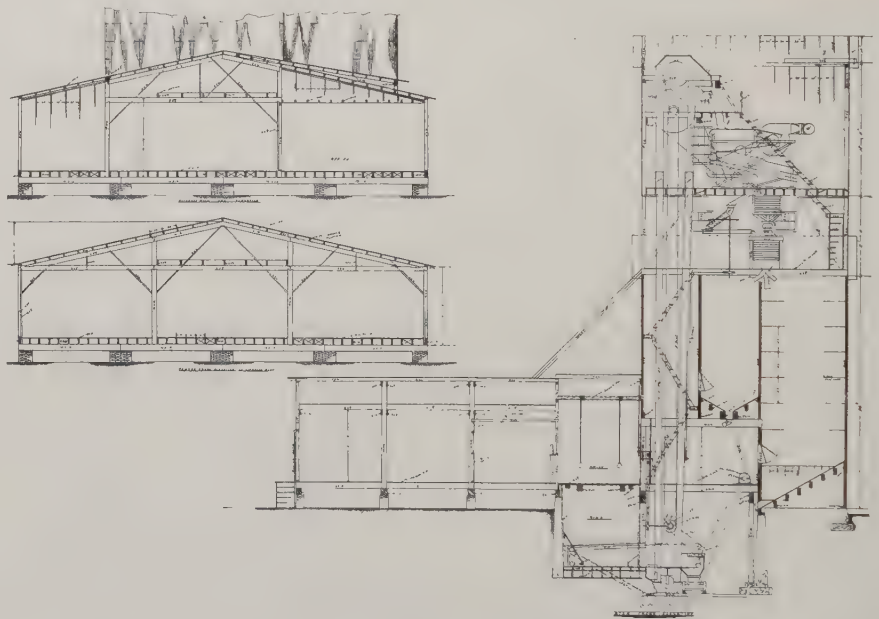
uated glass flask is poured into the dry filter and collected in the graduated cylinder. When this is filled to the 25 c.c. mark, the contents should be transferred to a small flask or breaker.

The alcohol adherent to the inside of the cylinder is rinsed into the beaker with a little distilled water. From 100 to 150 c.c. of distilled water and a few drops of the phenolphthalein solution are then added to the liquid. The burette, which must be clean and dry, is filled to the zero mark with the twentieth normal alkali solution and the alkali allowed to run drop by drop into the beaker, the contents of which are continually stirred, until the first permanent pale-pink coloration of the whole liquid appears. The number of cubic centimeters run into the beaker is then read off on the burette. The number of cubic centimeters twentieth normal alkali solution used, multiplied by 10, gives the acidity of 1,000 grams (1 kilogram) of corn in terms of cubic centimeters, normal alkali. The results given below under the head of acidity are calculated on this basis. It is to be noted that on the addition of the 100 to 150 c.c. of distilled water to the 25 c.c. of alcohol extract, some zein (the alcohol-soluble protein found in corn) is precipi-

tated, giving a cloudy appearance to the solution; but this cloudy appearance wholly or partly disappears on the addition of alkali from the burette, so that the pink coloration which marks the end point of the operation is quite obvious.

Having determined the acidity of the corn sample in terms of cubic centimeters of normal alkali, the question that next arises is whether the acidity found is that of good corn or is greater than it should be. It has been found that the acidity number of sound corn ranges from 13 to 25; i. e., it required from 13 to 25 cubic centimeters of normal alkali to neutralize the extract from 1,000 grams (1 kilogram) of sound corn. It is necessary, however, to allow for a certain amount of variation in the corn, so that 30 cubic centimeters may be fixed upon as a safe limit. This is the limit adopted by Schindler, the Austrian authority. The writer decided to calculate the acidity on a basis of 1 kilogram (2.2 pounds) to bring the figures into conformity with Fuller's scale, now very generally employed by bacteriologists.

We find at this laboratory that the per cent spoiled corn and acidity test run parallel with each other.



Side Elevation of E. E. Cornthwaite's Elevator at Cicero, Ind., Showing Machinery, also Exchange Room.



Elevator of E. E. Cornthwaite, Cicero, Ind.



## E. E. CORNTHWAITE'S 1913 Elevator at Cicero, Ind.

Good country elevator design is typified in the elevator of E. E. Cornthwaite at Cicero, Ind. The view reproduced herewith, together with the floor plan, cross sectional elevation and end sectional elevation, will give a very clear idea of how the plant is arranged.

The elevator proper is 40x40 ft. and 30 ft. high with a cupola rising 43 ft. 4 in. higher. The building is of cribbed construction with iron siding and covered with prepared roofing. It has a concrete foundation with a 14 ft. basement.

Adjoining the elevator is a one-story

exchange room 36x56 ft. and 10 ft. 10 in. to eaves, of frame construction and covered with prepared roofing. Located 33 ft. from the elevator is a frame cob house 16x20 ft. and 12 ft. 8 in. high. On top of the cob house is an addition, built cupola-fashion, for storing dust.

The wagon dump is located in that part of the elevator adjoining the exchange room. It is equipped with an overhead power dump which discharges into three capacious sinks. Two B. S. Constant chain feeders are provided for clearing the sinks. In the basement is located a No. 23 Western sheller.

Two elevator legs have been installed, one having 15x7 in. cups and the other

12x6 in. cups. These legs discharge into a 1,000-bu. United States Combined Cleaner, which in turn discharges into a 2,000-bu. National automatic scale. From this scale the grain is distributed to bins or to cars. The cleaner is provided with a 20 in. No. 24 galvanized iron dust spout leading to the dust house and a 12 in. No. 20 galvanized iron cob spout discharging into the cob house.

The main storage bins are 12 ft. by 10 ft. 6 in. and 30 ft. high. The bins over working floor are 20 ft. high. All bins are hopper-bottomed and self-cleaning.

In the Exchange Room are located a seed cleaner and a Bowsher Feed Grinder. Power for all the machinery is furnished by four General Electric motors.

The B. S. Constant Mfg. Co. supplied the manlift and all power transmission machinery.

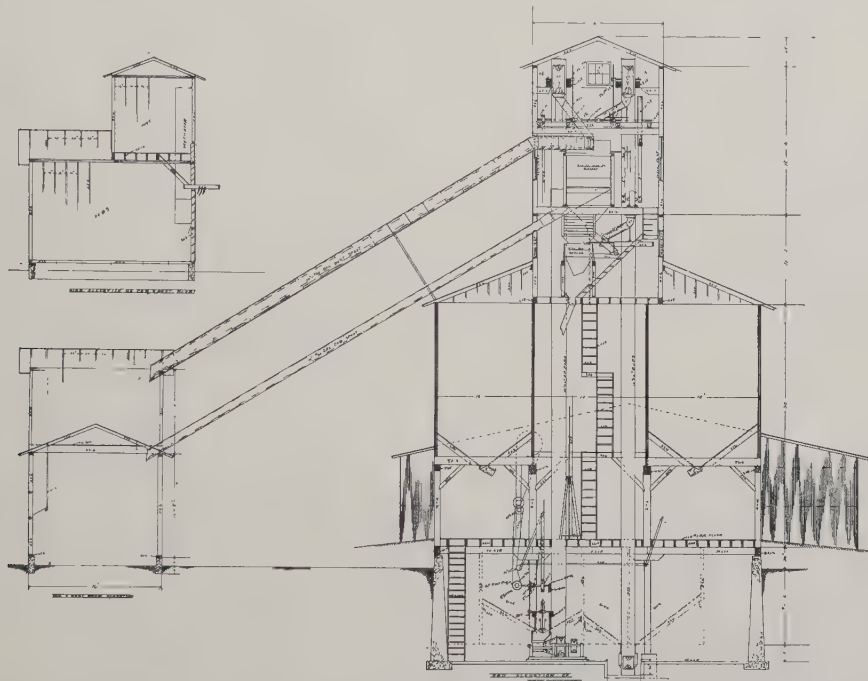
The office is located in a corner of the Exchange Room next to the driveway. The location of the office is particularly happy as it enables the manager to see over the entire working floor, wagon dumps and Exchange Room without leaving his desk.

The plant combines convenience and low cost of operation with economical construction. The protection against fire seems to be entirely adequate. All of the machinery is accessible and of ample capacity. Perhaps the only criticism that can be offered against this elevator is of the wagon dump. The employment of the slow windlass dump, which requires the farmer to unhitch his team before his grain can be unloaded, seems inexcusable. The slowness of the wagon dump will deprive the manager of much of the advantage he gains thru his large dump sinks and extra capacity machinery. The line of wagons waiting in front of the elevator, as shown in the picture, while in this instance probably put there for pictorial effect, is significant of what will happen during crop-moving time. And farmers these days are inclined to object to any delay in unloading their wagons, and to go to the elevator giving them quick service.

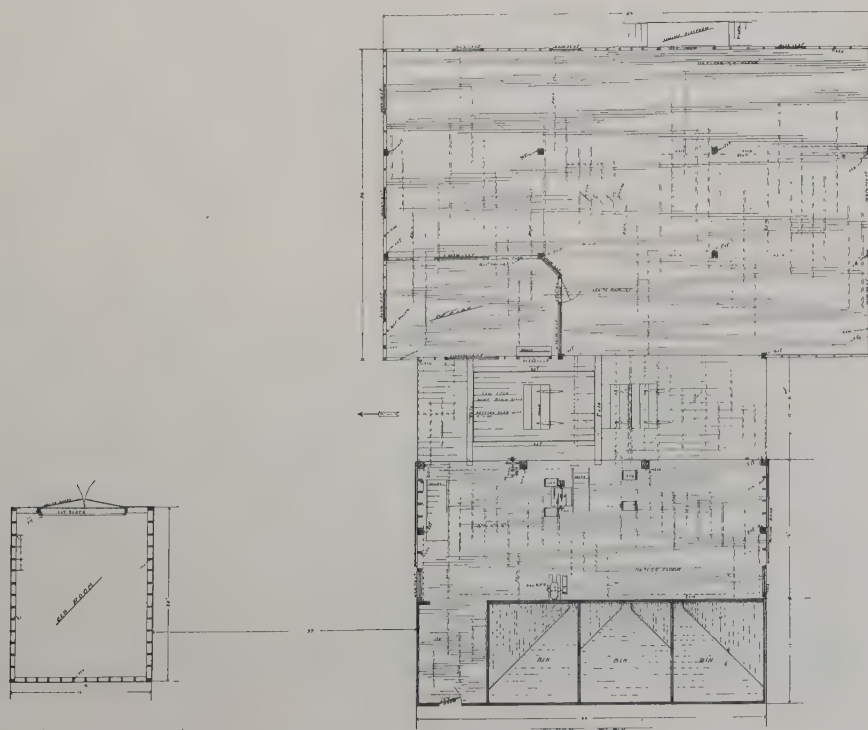
E. E. Cornthwaite has been in the grain business for twenty-three years. His first plant burned Nov. 30, 1912, and the elevator illustrated herewith replaced it. The plant was designed and built by L. J. McMillin.

FRANKLIN K. LANE, Secretary of the Interior, fainted Sept. 9 while reviewing a parade at Oakland, Cal., due to a slight attack of heart trouble, and has been instructed by his doctor to take a complete rest. Mr. Lane's condition, which is due to overwork, is fortunately not serious.

THE COUNTERVAILING duty on wheat and wheat products was retained in the Underwood tariff bill when passed by the Senate. There is little possibility that this duty will be changed while the bill is in conference, and it will undoubtedly go into effect. The paragraph in question reads as follows: "Wheat, wheat flour, semolina, and other wheat products are on the free list; provided that wheat shall be subject to a duty of 10c per bu., that wheat flour shall be subject to a duty of 45c per barrel of 196 lbs., and semolina and other products of wheat, 10% ad valorem when imported directly or indirectly from a country, dependency, or other subdivision of government which imposes a duty on wheat or wheat flour or semolina or any other product of wheat imported from the United States."



End Elevation of E. E. Cornthwaite's Elevator at Cicero, Ind., Showing Bin Arrangement, also Cob House.



Floor Plan of E. E. Cornthwaite's Elevator at Cicero, Ind.



## GRAIN HANDLING METHODS in New South Wales.

The American farmer who complains that he is being robbed by the elevator men ought to take a trip to Australia. After seeing how grain is handled in that country, he will have a greater appreciation of the economy and efficiency of American methods.

Farming methods in Australia are just as efficient; or more accurately, no more inefficient, than the methods pursued on this continent. The wheat raised is of a very high quality; and the average yield compares favorably with ours. Some idea of the importance of Australia as a wheat producing country may be gained from the fact that in 1912 the wheat crop was over 95,000,000 bus. Acreage under all crops in the same year was 12,105,125 acres. The population is increasing; and the area under cultivation is also being rapidly extended. Australian wheat is destined to become a larger and larger factor in international trade.

In harvesting wheat the stripper is the machine most used. The farms are all large, some containing 5,000 acres and few under 1,000 acres. The grain is sacked in the fields and is transported to the railroad in flat wagons. Tractors pulling a long line of such wagons are a common sight.

At the railroad stations the only facilities are small storage sheds. These sheds are invariably much too small to handle the crop. The farmer who first gets his wheat to the station is able to store it under cover; those following are compelled to pile the sacks of grain in the open. Sheets of corrugated roofing are used to protect the grain. As a rule the roofing is carelessly laid and instead of draining off towards the edges of the pile, it will sag in the middle, and the rain water will filter thru the entire stack. The grain in contact with the ground is ruined by the dampness; and unless the weather is exceptionally favorable, much of the grain in the sacks on the outside of the pile also becomes moldy.

The railroad facilities are entirely inadequate to handle the crops. The cars, built like the American coal car, are of 16,000 to 30,000 lbs. capacity. The sacks of grain are piled in the car, and a tarpaulin is drawn over them to keep off the rain. The railways, which are owned and operated by the government, are sadly lacking in equipment, both cars and locomotives are scarce and out of date. It is not unusual for grain to lie on the ground for six months or more at the country station before cars are available to carry it to the coast.

At Sydney, the capital and principal harbor of New South Wales, the railways have a shed about 150 ft. wide and 1,000 ft. long, in which the grain is stored. This shed is built with open sides, and in bad weather tarpaulins are hung from the roof to keep out the rain. The only thing this shed possesses in the way of machinery is bag conveyors on which the sacks of grain are laid as they are lifted from the car and are carried either to shipside or else to lateral chutes, down which the sacks slide to different parts of the shed, where they are piled.

From this brief summary some idea will be gained of the great expense and the heavy loss entailed in this crude method of handling grain. In the first place, the weather damage is extraordinarily heavy. It could be easily avoided by the erection of bulk storage elevators at the country stations. While the rainfall in Australia is perhaps not as heavy

as in the United States, rain storms are apt to occur at any time; and grain stored in the open is certain to get wet.

A second source of loss is due to bags bursting. The leakage of grain from this cause is so heavy that wherever the grain sacks are piled, the ground will be found covered with spilt grain.

Thirdly, the labor cost in handling grain is very heavy. Except for the conveyor at the Sydney warehouse (which is loaded and unloaded by manual labor) every time the grain is moved, it is carried on the backs of men. Human labor in Australia is expensive; and frequent handlings bring the cost of transportation to what would in this country be a prohibitive figure.

The government of New South Wales is awakening to the importance of improving the methods of handling grain. It recently commissioned the Burrell Engineering & Construction Co. to investigate conditions and to recommend how these methods could be brought up to date. Altho the government has as yet taken no action on the information submitted by the Burrell Company, its action in employing an American elevator engineering company to investigate conditions would seem to indicate that it contemplates the erection of a number of government-owned elevators built according to American engineering practice. The photographs of bagged grain piled high reproduced herewith were taken by George T. Burrell on his recent trip to Australia.

THE MINNEAPOLIS record for receipts of grain in a single day were broken Sept. 23, on which date 2,660,100 bus. of grain arrived. The grain came in 2,302 cars, of which 1,302 cars contained wheat, 449 cars barley, 155 cars oats, 70 cars rye, 55 cars flax, and 22 cars corn.

## CONDITION OF CAR AT Point of Shipment; Grain Leakage; Weighing Departments.

BY F. C. MAEGLY, ASST. GEN. FRT. AGT., A., T. & S. F. RY.

My communication in the Journal for Sept. 10 was devoted to the question of condition of cars at destination.

Why not consider the condition of car at point of origin, particularly where such car is inspected by carrier's agent or representative and reinspected by the shipper or his agent preliminary to loading bulk grain therein? A car that is suitable for bulk grain loading is one that can be made grain tight by proper care in the application of the cooperage material furnished; therefore, if a car is accepted as O. K. for bulk grain and carefully coopered and the carrier has standing instructions requiring station, train and yard employes handling bulk grain to report the leakage, if any, during transit or while being switched or shunted in terminal yards, such car traveling from point of origin to final destination without record or report of the leakage of grain therefrom should be treated as having performed its duty.

That an inspected car, if carefully coopered by the shipper, will convey its load safely to destination is proved in various ways. First—by the close comparison of the weights, loading and unloading, where there is effective weighing service at both ends; second—by the fact that a very large proportion of the shippers have no shortage claims excepting where the evidence shows there was actual and material leakage of grain from the car during transit.

It is the clear right of those shippers who are painstaking to see that their grain is securely coopered in the cars as loaded by them to know that sheer differences between a shipper's report of load-



Australian Grain Warehouses. Note Tarpaulins Used to Keep out the Weather.



Grain Stored in the Open in Australia. The Piles Are Protected by Sheets of Corrugated Iron.



ing weight and a consignee's report of unloading weight shall not be treated as evidence sufficient establishing the proof that grain actually leaked or was lost from the car during transit; otherwise, an unscrupulous or careless shipper would enjoy an advantage over a competitor which would be unjust.

Let us bear in mind in every case the facilities used to determine a variation short or over, as the case may be, and the likelihood of those facilities to show material variation. A grain shipper buying grain from farmers over a wagon scale, hauling such grain from elevator scale to elevator dump, dumping the grain into elevator sink, thence to be re-elevated into bins and there held until the cars are loaded, should bear in mind constantly the measure or extent of discrepancy or error likely to exist in the weight certified by him. It is not fair or tenable for such shipper to say that it is the duty of the carrier to verify the loading weight because that is not the carrier's duty. If the carrier furnishes a tight car and care is taken to see that the car is under perfect or continuous seal protection, certainly the evidence of delivery at destination of the entire contents of car at point of loading has been accomplished.

By the foregoing, it is not inferred that a carrier should seek to evade its full and lawful responsibility to the shipper for the safe delivery at destination of the entire quantity of freight received by it at point of shipment, subject, of course, to any inherent or natural shrinkage, normal wastage, incident to such transit. On the other hand, it is equally important that a sheer difference between the reports of loading and unloading weights by shippers and consignees is not proof that a car actually leaked or lost grain during transit.

**REGISTERING GRAIN LEAKAGE BASED ON HAMMER-TESTING CARS:** The importance of this question is, I am sure, underestimated at certain bulk grain unloading points where inspectors operating for consignees, boards of trade or others,

hammer car sheathing and register defects of equipment or leakage based upon such artificial tests. The evidence of irregularity and unreliability is proven beyond question by two positive tests, to wit:

(1) By a sheer comparison of the returns of leaky cars as registered by the various terminal grain weighing departments. Some of these have shown more than five times as many leaky cars as others.

(2) An analysis of very carefully obtained weights both ends on thoroly coopered cars will show that many of these over-zealous or otherwise hammer-testers will register leakage condition against cars the weights for which in over 75% of the cars so reported proved beyond reasonable doubt that there was no actual loss of grain beyond the normal shrinkage during transit. In view of this fact, would it not be well to bring pressure to bear to deal with each car strictly on the merit of its performance. Under a proper instruction, the yard or train employes handling bulk grain will not only see the leakage of grain in at least nine cases out of ten, but they will, or can be made to record or report such leakage when seen. As stated in former communications, where the leakage of bulk grain from a car develops during transit, the evidence of loss will show repeatedly when a car is started and stopped or switched or shunted so that the chance of a numerous crew in attendance upon such car not seeing actual leakage is remote. We are all too prone to look upon the exceptional freak performance of a car as typical. Why should we not take into consideration the present appearance of terminal railroad yards compared with a few years ago?

Again we should be very careful not to be misled by the leakage from a car today which is in evidence for ten days. The freight traffic manager of one of the large systems informed me today that while traveling through one of the Chicago terminal yards yesterday he saw a streak of corn that continued over sev-

eral miles of right-of-way. It was perfectly evident to him that all of this grain had leaked from a single car. He remarked that the car in question must have lost a great many thousand pounds. Unquestionably the employes handling the car saw the leakage. It is also reasonably certain that the same streak of grain being along one of the suburban passenger routes will be witnessed by many, many passengers, some of whom are grain shippers, for days to come until gradually the evidence of this one leakage shall have disappeared. On the other hand, why should we not take into consideration the testimony of innumerable yardmasters and freight train conductors to the effect that grain leakage from cars during transit or while cars are being switched has been very greatly and very perceptibly reduced; and on various roads almost entirely eliminated.

The chief purpose of this letter is to appeal directly to the honest and straight forward grain shipper and receiver for co-operation and assistance against the trail of imposters that the former existing doubt in relation to a car's performance, has inflicted upon those directly concerned.

No carrier should willfully seek to avoid the payment of a claim where evidence of loss is adequately established. On the other hand, evidence of a suitable car and grain tight condition during transit should by all means receive the full consideration to which it is entitled if indeed carriers are in duty bound to prevent the collection of improper claims and consequent discrimination.

It must not be argued from this that a carrier is in duty bound to catch so accurate a weight of the grain as loaded and again as unloaded as would be necessary to intercept these phoney irregular grain shortage claims for the simple reason that to undertake such a burden would entail upon the carriers a service for which they would have to assess a very material increase in their freight charges upon the shipments carried. What we need is honest, faithful co-operation all along the line and honest, faithful and prompt declaration of the actual weight as loaded in the form of a certificate setting forth the scale, the dates and drafts weighed; the total weight loaded and the signature of the person who performed the weighing and from his own knowledge certifies the actual weight of all the grain actually shipped or received in a car; the proper inspection and record of the car's physical condition when tendered for loading; the tendering of proper cooerage material, enabling the shipper to safely coooper his grain in car as loaded; the proper handling in transit; and the faithful report of leakage of grain if any from a car during transit or while being switched.

**BOARD OF TRADE OR STATE GRAIN WEIGHING DEPARTMENTS:** Every grain shipper knows that there is a wide discrepancy between the weighing service rendered by various terminal grain weighing departments. Some of these are thoroly supervised and in consequence the uniform accuracy of their weights has become a byword with the grain shipping and grain receiving public. On the other hand, there are markets that are alleged to have board of trade or grain exchange supervision, at many of which the weighing is performed by the employe of the industry without any positive effective supervision on the part of the existing or so-called weighing department. Why should not the grain shipping trade in-

[Continued to 3d column, page 451.]



How New South Wales Takes Care of Its Grain.



Loading Grain in New South Wales. Note the Railway Car.



## Grain Carriers

The Ohio Hay & Grain Co., Findlay, O., won its suit against the Cincinnati, Hamilton & Dayton Ry. for \$20, being the value of 24 bus. of rye lost in transit.

The water rate on grain from Duluth to Buffalo advanced to 1¼c Sept. 13. On that date 1,600,000 bus. of grain was chartered to move, most of it at the advanced rate.

The proposed increase of 1c per 100 lbs. on grain between stations in Central Freight Ass'n territory was the subject of a hearing which was started Sept. 12 at Chicago by Commissioner Prouty. The Chicago Board of Trade is the principal complainant.

The car surplus decreased 11,823 cars between Sept. 1 and Sept. 16, according to the American Railway Ass'n. During this time the shortage increased from 15,270 cars on Sept. 1 to 21,504 cars on Sept. 15. The shortage last year on Sept. 15 was 44,547 cars.

Nearly 600 miles of railway are under construction at the present time in Montana, and considerable additional mileage is projected. The C. M. & St. P. is credited with 302 miles of new track. When completed the new lines will increase Montana's mileage one-eighth.

The first boatload of grain to move from Morris, Ill., to Chicago via the Hennepin and Drainage Canals was loaded Sept. 10 by the Morris Grain Co. in a barge leased from the Morton Salt Co. Many cargoes, it is predicted, will move via the Hennepin Canal this fall.

Buffalo is facing a serious car shortage. The receipts of grain continue in steadily increasing volume; the supply of cars is getting continually shorter, despite the refusal of the roads to permit cars loaded with coal to go west of Buffalo. The elevators are all full; and a serious blockade seems certain unless the car situation is immediately relieved.

The express companies have asked the Interstate Commerce Commission for more time to put into effect the new rates prescribed by the Commission in its order of Aug. 4. This order requires that the new rates be put into effect by Oct. 15, but the express companies say that it is impossible to make the necessary arrangements in that time.

The Commerce Court may not be abolished after all, despite the fact that on Sept. 9 the House of Representatives took such action. Attorney General McReynolds and President Wilson are of the opinion that the retirement of the Commerce Court judges to private life is unconstitutional; and the matter is now in the hands of a special Senate committee for further consideration.

New Orleans grain men testified at the hearings held by Examiner Ward of the Interstate Commerce Commission recently in connection with the protest of the New Orleans Board of Trade against the proposed increase in storage rates on grain and other commodities by railroads entering that city. A. F. Leonhardt, chairman of the hay and grain committee of the Board of Trade, denounced the practice on the part of certain dealers of retailing hay and grain from the railroad warehouses, and also stated that the storage facilities provided by the carriers were inadequate and a disgrace to the city.

Analysis of the car shortages and surpluses for the past seven years indicates an unusual condition of affairs. This year the car surplus has been steadily increasing since the first of the year, whereas in all former years there was a sharp decrease in the surplus cars from Aug. 1 to Nov. 30, accompanied by a heavy increase in car shortages. From this it would seem that there is but little possibility of a serious car shortage this year.

The Grand Trunk Ry. has been offered the use of the National Transcontinental Ry. from Winnipeg to Cochrane, Ont., for use in moving the grain harvest this year, should a blockade occur on its main line. This gives the Grand Trunk an additional outlet for grain. The National Transcontinental Ry. is being built by the government for use of the Grand Trunk but will not be formally turned over to that line until next spring.

The Chicago Board of Trade on Sept. 18 filed a complaint with the Interstate Commerce Commission against a number of eastern railroads alleging that the roads in question are giving Milwaukee, Manitowoc and Kewaunee, Wis., carload rates of 1c per 100 lbs. less on grain and grain products than apply from Chicago to Eastern Trunk Line Territory, both on domestic and export grain. The Chicago Board claims that this discrimination has the effect of lowering the price of grain in the Chicago market in order to equalize the higher freight rates.

A bill placing all railroad scales under the supervision of the Interstate Commerce Commission was recently introduced in the House of Representatives by Congressman Willis of Ohio. The bill declares unlawful any scale or weighing device used by an interstate carrier which has not been approved by the Commission. It also specifies that the Interstate Commerce Commission shall cooperate with the American Railway Ass'n and arrive at a standard for scales, and that all railroads must meet this standard on and after July 1, 1915.

The abolition of transit privileges on grain and grain products by Missouri railroads is the subject of a complaint filed by the Southwest Missouri Millers Ass'n against the St. L. & S. F., M. K. & T. and M. P. Rys. The Missouri Public Service Commission commenced hearings in the complaint on Sept. 9. The millers state that by abolishing the transit privileges, the carriers are receiving 7% more in freight charges than they did before the maximum freight law went into effect. The railroads argue that the establishment of the transit privileges was entirely voluntary on their part, and that they are justified in abolishing them whenever they see fit.

A number of important changes in the uniform B/L were advocated by the Chicago Board of Trade, the Cincinnati Chamber of Commerce, the National Industrial Traffic League, and a number of other shippers' organizations, at a hearing of the Interstate Commerce Commission Sept. 15. The principal objection was against the present clause in the B/L requiring that claims for loss, damage or delay in transit must be filed with the railway company within four months after delivery of the shipment; or, if delivery is not made, within four months after a reasonable time for delivery has elapsed. The shippers argued that this limit should be increased to twelve months, as it is impossible in all cases to complete correspondence and file claims within the four-month limit.

The Chicago & North-Western Ry. has established the following new stations in Illinois on its line south of Peoria: Allen, Archer, Barr, Benld, Compro, Girard, Green Valley, Hubly, Lemmon, Lick, Luther, Peoria Junction, South Pekin, Sweetwater, and Viriden. Local rates on grain to Chicago have been put into effect from these stations, and proportional rates are now under consideration.

## NEW GRAIN INSPECTION Rules at New York.

New rules for grading corn, macaroni wheat, hard winter wheat and feeding barley were adopted by the New York Produce Exchange at a meeting held Sept. 17. The new rules follow:

### CORN.

No. 1 White Corn shall be sound, dry, reasonably clean, and contain not more than two per cent of yellow or straw-colored grains.

No. 2 White Corn shall be sound, reasonably dry, reasonably clean, and contain not more than five per cent of yellow or straw-colored grains.

No. 3 White Corn shall be equal to the above grade of No. 2 in quality, but in condition may be soft.

No. 4 White Corn shall be White Corn not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No. 5 White Corn shall be White Corn not fit for a higher grade in consequence of being of poor quality, very damp, musty or very dirty.

No Grade White Corn. (See General Rule.)

No. 1 Yellow Corn shall be sound, dry, reasonably clean, and contain not more than five per cent of white or red grains.

No. 2 Yellow Corn shall be sound, reasonably dry, reasonably clean, and contain not more than five per cent of white or red grains.

No. 3 Yellow Corn shall be equal to the above grade of No. 2 Yellow in quality, but in condition may be soft.

No. 4 Yellow Corn shall be Yellow Corn not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No. 5 Yellow Corn shall be Yellow Corn not fit for a higher grade in consequence of being of poor quality, very damp, musty or very dirty.

No Grade Yellow Corn. (See General Rule.)

No. 1 Corn shall be Mixed Corn, sound, dry and reasonably clean.

Old No. 3 Corn shall be Mixed Corn, dry, reasonably clean, but inferior in quality to that described as No. 2.

No. 2 Corn shall be Mixed Corn, sound, reasonably dry and reasonably clean.

No. 3 Corn shall be Mixed Corn, equal to the above grade of No. 2 in quality, but in condition may be soft.

No. 4 Corn shall be Mixed Corn not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No. 5 Corn shall be Mixed Corn not fit for a higher grade in consequence of being of poor quality, very damp, musty or very dirty.

No. 2 Dried Corn shall be Mixed Corn, all dried, reasonably sound and reasonably clean.

Note.—When inspecting for this grade on vessel, the inspector shall be guided by the moisture test, not permitting more than 15½ per cent moisture.

No Grade Corn. (See General Rule.)

### WHEAT.

No. 1 Macaroni Wheat shall be wheat commonly known as "Macaroni or Durum Wheat." Shall be sound, dry, reasonably clean and reasonably free from other wheat.

No. 1 Hard Winter Wheat shall consist of the hard and soft varieties of hard winter wheat. Shall be sound, dry, well cleaned and weigh not less than 61 pounds Winchester Standard.

### BARLEY.

Feeding Barley shall include all barley not fit for a higher grade in consequence of being of poor quality, damp or dirty. Shall be cool and reasonably free from other grain and seeds and shall test not less than 40 pounds Winchester to the measured bushel.

All graded grain must be free from garlic or wild onions.



## THE NEW ORLEANS MEETING.

### TAKING CARE OF THE Ladies.

To begin with, this article is for the ladies only. It is not necessary for you, Mr. Grain Man, to read it; but don't fail to show it to your wife.

The Ladies Auxiliary of the Grain Dealers National Ass'n, thru its president, Mrs. Willis E. Shelden, is sending out a letter to all the wives, daughters, and sweethearts of the members of the Ass'n, requesting advice as to whether or not they will attend the convention. This information is desired in order that the Entertainment Com'te may know how many ladies will be present. It will also aid in promoting friendship among the ladies, and will insure none being neglected.

The purpose of the Auxiliary is to see that all the ladies attending the conventions of grain dealers are included in the automobile rides, theatre parties, banquets, and other entertainment features. Heretofore it has been extremely difficult for those in charge of the entertainment features to know how many ladies to provide for; nor have they been certain that all of the ladies were given invitations. The Auxiliary will do much towards developing closer friendship among the ladies; and it hopes in a short time to create as great a desire on the part of the ladies to attend the conventions as exists among the men. The dues are nil; membership insures good care and a good time. All ladies eligible are invited and urged to join.

The New Orleans convention promises more to the ladies than any previous meeting in the way of entertainment. The Norfolk entertainment com'te demonstrated to the ladies that southern hospitality is all that it is boasted to be. This year's convention promises even a better time. New Orleans is noted as a winter resort; and the entertainment com'te of the New Orleans Board of Trade is determined to establish a high water mark for hospitality.

To assist this com'te, all ladies who will attend the convention are urged to

inform Mrs. Willis E. Shelden, 607 First St., Jackson, Mich., of the fact. At the same time they should apply for membership in the Ladies Auxiliary of the G. D. N. A., and they will be sure to enjoy every minute they are in the Crescent City.

### NASHVILLE TO ENTERTAIN Delegates.

All grain dealers who pass thru Nashville, Tenn., en route to the Grain Dealers National Ass'n convention at New Orleans, will be given a day of sightseeing and entertainment on Oct. 11 as guests of the Nashville Grain Exchange. W. R. Cornelius, jr., sec'y, is issuing invitations to the grain trade.

All morning trains into Nashville arrive before nine o'clock. The Exchange will meet the grain men and their friends at the railroad stations with automobiles, will take them on a sightseeing trip (there are a good many interesting sights in Nashville), and will finish the day by giving them a genuine old-fashioned Southern barbecue. The Exchange will also arrange accommodations on the "Nashville Special" to New Orleans. To those who accept the invitation, Nashville will give a royal welcome, keep them interested and in good humor while there, and will send them off on the right train. All round-trip tickets sold via Nashville permit of a stop-over at that point.

CINCINNATI is determined to capture the 1914 G. D. N. A. convention. Members of the Hay and Grain Exchange will go to New Orleans fully armed with arguments why Cincinnati should be honored with next year's meeting.

NEW YORK CITY has commenced a campaign to bring the 1914 convention of the Grain Dealers National Ass'n to that city. The Convention Bureau of the New York Merchants Ass'n is coaching those of its members who will attend the New Orleans meeting to urge that its invitation be accepted.

### Delegates from the Various Markets.

The following markets have chosen com'tes to represent them officially at the Grain Dealers National Ass'n convention:

CHICAGO: Vice-pres. Frank B. Rice, L. F. Gates, George E. Marcy, W. E. Hudson, J. P. Griffin, Lowell Hoit, and Sec'y J. C. F. Merrill.

MILWAUKEE: Wallace M. Bell and A. R. Taylor.

NEW ORLEANS: A. F. Leonhardt, John T. Gibbons, C. S. Leach, Jr., J. M. Rogers, C. B. Fox, R. J. Ball, C. N. Rodd, J. W. Benedict, I. S. Waterman, C. R. Matthews, George B. Matthews, Jr., Fred Schreiber, E. V. Phillips, W. C. Beck and G. M. Milan.

CINCINNATI will send a large delegation.

ST. LOUIS: George F. Powell, Roger P. Annan, Jr., and Bert H. Lang.

### CONDITION OF CAR AT POINT OF SHIPMENT; GRAIN LEAKAGE.

(Continued from page 449.)

sist upon every market standing strictly upon its true merit and calling the weights as certified by their true and original name? If, indeed, they are board of trade weights, obtained under thoroughly safe weighing regulations, let them be declared as such; but if, on the other hand, they are merely the weights of interested shippers or consignees, let us call them shippers' or consignees' weights and not Board of Trade weights.

So it is with a great many of the inspections of cars laden with grain on arrival at grain unloading industries; an interested employee of the industry, a consignee, hammers the car just before grain is unloaded therefrom and seeing a kernel of any grain, a sheer semblance in evidence of leakage, will register against the car such a notation as will surely mislead the claim department investigator into the belief that the car gave evidence of having leaked grain. It is not fair or just as between shippers and receivers that such a condition should prevail. Let us trust that under the resolution quoted in our previous communication there will be complete co-operation as between all of the parties at interest.

### WALKERTON, IND., Elevator Fired by Lightning.

The elevator of B. I. Holser & Co., Walkerton, Ind., was struck by lightning Sunday, Sept. 7, and burned to the ground. A photograph of the burning elevator is given herewith.

Fifteen minutes after being struck, the plant was a mass of flames; and the Walkerton fire department, equipped with a hand pumping machine and a hose cart, was unable to save the elevator. It did prevent the fire from spreading to a lumber yard and a long string of freight cars adjoining the elevator. A nearby corn crib and several frame buildings were also burned, but the brick engine house escaped damage.

The elevator contained 25,000 bus. of oats, rye, corn and wheat, besides a large stock of flour, feed and clover seed. The fire burned in the grain for several days.

The total loss is placed at \$20,000. The plant was insured, and the Holser Company will recover most of the loss. The plant will be rebuilt immediately.



Burning of B. I. Holser & Co.'s Elevator at Walkerton, Ind.



## MICHIGAN BEAN JOBBERS Meeting.

Over 100 members of the Michigan Bean Jobbers Ass'n were present when President Fred Welch opened its twenty-first annual convention Sept. 10 at Grand Rapids, Mich.

The Mayor of Grand Rapids made an address of welcome, which was replied to on behalf of the Ass'n by E. Chappel, Belding, Mich.

Pres. Welch read his annual address, from which we take the following:

### President's Address.

The year just passed has been one of troubles and disappointments. I trust the same conditions will never occur again. Considering the quality of the last bean crop, we should congratulate ourselves that losses and troubles were no worse.

At this time I want to thank the members for the support they have given the officers and the splendid effort they have made to support the Michigan Bean Jobbers Ass'n. Since our last meeting many of our members have been called on to give much of their time and pay their own expenses to do work that was for the general good of all.

From the beginning of this Ass'n more than twenty years ago, it has been the custom of the several presidents in their annual addresses to recommend the adoption of such measures as in their opinion would be a benefit to the Ass'n and the business in general. Reviewing what has been accomplished since the organization I am sure you should be proud of your efforts. Think of the wonderful growth of the business from mere nothing to one of the most important in the State. Think of the smoothness with which the business is handled today compared with the early days. A large part of this is due to the high grade work of your Ass'n. Altho we have been successful so far, the work is not finished. There is still much to do.

In the reports which I have made before I have touched on several subjects, but at this time I have decided to confine myself to one subject: How the Bean Business Should Be Handled so That It Would Be Safe and Profitable for the Elevator Man, the Farmer, and the Distributor.

**Price Fluctuation Harmful:**—The important point as it appears to me is price and how to start and maintain a fair average value without extreme fluctuations. Very recently I have been asked by leading members of the Grange and Farmers Clubs to consider the question of handling the bean crop on a more even price.

You all know that the bean market for all time past has been such that all have been forced to be gamblers, whether we wanted to be or not; the grower and wholesale grocer were in the same boat, and the same crowd are all more or less responsible for the unsatisfactory market conditions. Just think back for ten or fifteen years and consider what we have had to contend with in the way of extreme advances and declines all in one crop year. Frequently there have been changes of ten to thirty cents per bushel within a few days. What other business do you know of where the price fluctuations are so great, especially the manufacturing business, and the bean business as conducted by us is a manufacturing business. With such market conditions no wonder many of you have turned gray before your time.

What is the cause of all this trouble?

1st. Future selling before the crop is secured, making a price before anyone knows anything about the quantity or quality of the crop. Some of the jobbers must stand for this criticism.

2nd. The grower putting his crop on the market faster than the wholesale grocer and racker wants it and faster than the elevator man can prepare and handle it to the best advantage.

3rd. And worst of all. The elevator man who is selfish and wants to buy all the beans or wants to pay a little more than his neighbor; also the one who wants to buy all the beans his elevator will hold and then is forced to sell regardless of price. Supply and demand should make the price, and on account of unknown weather conditions no price should ever be made by anyone in the business until the crop is secured.

What is the remedy for this trouble? It should be possible for the dealers and growers to make a fair estimate of the crop and what a reasonable value would be to start with; then, if the estimate of crop was reasonably close, the price should be advanced from time to time through

the crop year enough to pay the shrinkage and carrying charges. This would protect whoever had the beans on hand from the farmer to the distributor.

The farmer should be educated to sell his beans only as fast as the elevators can handle them to the best advantage. He should be induced to stop selling when the market is weak. Mr. Bean Grower could well take a lesson from the corn grower of the west, who markets the largest crop raised in America and has kept the market advancing on each crop year enough to pay the shrinkage and carrying charges.

The farmers must learn that they are the proper ones to carry the beans or any other crop until the trade calls for same. There is now a demand for beans thruout the year, therefore farmers should distribute their crop over a large part of the year.

**Next as trouble makers come ourselves.** Mr. Dealer, did you ever stop to think how unbusiness-like it is to invest all the money you have and can borrow in beans and then take several weeks or months to put them in merchantable condition; when during that time you could have bought from time to time what beans you would need to operate successfully?

If you have your own money to invest, it is a different thing to load up than if your banker or friend is furnishing the coin. You have no right, neither are you using good judgment, to speculate on another man's money. When you get more beans on hand than you can afford to carry or are crowded for room in order to operate to the best advantage, then you are a menace to the business for invariably you will cut the price way below cost if necessary in order to sell.

Some of you will say that the farmer loads the beans on you. No dealer has to buy if he does not want to, and no wise dealer should buy if he has stock sufficient on hand to operate his plant profitably. It would be good banking and a kindness to you, if you are a borrower, to limit your credit to the minimum amount necessary to operate your plant.

In what I have to say I am taking the first and last rap at the jobber. He is operating on a larger scale than any other in the deal, and we expect more of him. I want to thank the jobbers who have made an effort to stop speculation, and I believe that they have been somewhat successful. I am informed there is only a small per cent of future beans sold compared with former years. But why should you sell any for future delivery before the crop, or any part at least, is secured, as you know our weather conditions are such that the crop may and has been damaged to such an extent right at harvest time that the price has changed 75c per bu.

**Who gets hurt in this operation?** If you have covered on your sales, which you usually do, knowing that it is good judgment to let the other fellow take the chance, the elevator man must suffer. If he is honest, he buys the beans from the grower at the advanced price and takes his loss, but there are some who feel that you have led them into unfair speculation and deliver you beans way below grade sold. Then you have justly dissatisfied customers, knockers of our Ass'n, and reflection on the integrity of all of our members. That is not all. If the price received by the elevator man is above the market price at times, he invariably pays his extra profit to the grower and starts trouble for all the other dealers in his vicinity.

I believe speculation is the foundation for more of our troubles than all others combined. I have given this subject much thought and if this business was conducted along the lines suggested, I am sure it would be a benefit to all concerned.

In closing I would ask you all to be honest with yourselves and this Ass'n. Stop speculation. Do business on business principles. Give every one a square deal; then the Michigan Bean Jobbers Ass'n will live for all time.

E. W. Burkhart, sec'y and inspector, Fowlerville, submitted his annual report, from which we take the following:

### Secretary's Financial Report.

Feb. 1, 1913:	
On hand, inspection fees .....	\$ 175.00
Collected back inspection fees.....	59.00
Collected dues .....	785.00
Contracts sold .....	24.80
Inspection fees, Feb. 1-Aug. 31.....	394.50
Membership fees .....	20.00

Paid treasurer .....	\$1,458.30
Membership—Regular .....	180
Associate members .....	62

Withdrawals—Grass Lake Elevator Co., E. A. Kuhn, Lewis Horton Co., C. C. Cox & Co.

W. N. Isbell, treas., Lansing, read his report, which was placed on file.

E. J. Isbell, chairman of the arbitration com'te, Jackson, reported that the com'te had handled a number of cases during the year and had disposed of them in a manner satisfactory to all parties concerned. *Accepted.*

W. I. Biles, chairman of the special transit com'te, submitted a report of the activities of this com'te during the year. *Accepted.*

Owing to the illness of John T. Winship, Commissioner of Insurance, his assistant, R. P. Orr, Saginaw, gave the address on the State Accident Fund. In a very interesting talk Mr. Orr explained the Employers' Liability Law and the Workingmen's Compensation Act, both which went into effect last September.

Prof. V. M. Shoesmith of the Michigan Agricultural College gave an instructive address on "Prevailing Bean Diseases." Anthracnose, bean rust, and a bacterial disease are the three diseases which are most common and most destructive. Bean rust is similar to wheat rust. The bacterial disease can only be combated by selecting seed that is not infected.

A. L. Chamberlain, Sandusky, made a motion that a com'te be appointed to co-operate with the agricultural college in educating farmers how to fight bean diseases. *Carried.*

C. E. DePuy, Pontiac: I sent out circulars several times to farmers in connection with the prizes offered by the Ass'n for the best exhibit of pure-bred seed, but received only three applications to enter the contest.

Pres. Welch: I am greatly disappointed over the showing.

J. N. McBride, Owosso, a member of the State Legislature and a practical farmer, gave a short talk on the relation of the farmer to the middleman.

### Banquet and Entertainment.

E. L. Wellman, Grand Rapids, gave the delegates a banquet and entertainment at the Pantlind Hotel Wednesday evening. After the meal the diners listened to speeches by Frank Van Camp, Indianapolis, Ind., Capt. Howell of Des Moines, Ia., and A. T. Ferrell, Saginaw. John J. Gibson, of the Western Michigan Development Ass'n, Grand Rapids, gave a lecture on the development of Western Michigan, which was illustrated with stereopticon views. Lee M. Hutchins, Grand Rapids spoke, on "Credits." After spending a most pleasant evening, the jobbers gave Mr. Wellman a rising vote of thanks, and dispersed.

### Thursday Session.

At 9:30 a. m., Thursday, Sept. 11, Pres. Welch called the convention to order. Routine business occupied the first part of the program.

Pres. Welch appointed the nominating com'te, consisting of W. J. Orr, E. L. Burroughs, K. P. Kimball, Wm. Rioran and Chris Bosch. A membership com'te was also appointed, the men selected being A. H. Matison, W. N. Isbell and Henry W. Carr.

A. L. Chamberlain, Sandusky, read an interesting paper entitled "The Cost of Handling a Bushel of Beans," from which we take the following:

### Cost of Handling a Bushel of Beans.

We do know that the cost of handling a bushel of beans covers a wide range of possibilities. Conditions so widely differ, there being scarcely two bean plants built



or equipped alike, that it is almost necessary to particularize with two extremes in order to give any intelligent result. Here is one operator having simply a warehouse, a cleaner, a set of platform scales, a couple trucks, and room to store a couple of cars of beans. His plan of campaign is simply to screen his beans and ship them in their unpicked condition.

The other extreme is that operator who has a large elevator building devoted exclusively to the handling of beans with attached storage warehouse to hold many cars of beans during the tight car situation or until the market is right. His plant is equipped with large capacity cleaner, hopper scale, plenty of elevator legs, and bins above for properly keeping separate the different grades of beans—such a plant will operate two or more giant rubber roll pickers, a couple of belt pickers, bean polishers, possibly a bean washer and drier, or possibly the drier without the washer. He maintains a large bean picking room employing from 40 to 100 girls, with the bagging and weighing room below. This would be a complete plant capable of taking any kind of beans offered, machining and picking them to a completion ready for the wholesale trade.

Which of these two plants can handle a bushel of beans with the least expenditure? Why, of course the man who has the least amount of work to do—and at once we select the warehouse man with his simple process. Yes, we agree to a certain extent, but we must realize that this man does not operate a standard bean elevator, he does not prepare all of his goods so they can go right from his place of business to the trade. He must needs dicker with an intermediate buyer, one who has the equipment for proper preparation, in other words, some plant like the second one we mentioned. When plant number one estimates his cost of chasing a bushel of beans around his place—he may say for convenience, 5c per bushel—he does not realize that when plant number two buys his beans, a large enough discount is figured to cover the cost of handling through all the necessary processes of preparation, plus freight and extra handling.

Another every important factor is the kind of beans—for the outlay necessary to prepare pounders or fancy screened for market is certainly very far from the outlay of time, interest, wear and tear, labor, power, and shrinkage required to make the same grade out of heavy pickers. For the benefit of those not familiar with the processes, would say that pounders and fancy screened in the old sense of the term are beans which, after being screened and possibly belt picked, do not pick to exceed two pounds per bushel. The heavy pickers require rescreening, belt picking, roll picking, sometimes roll picking twice, possibly polishing, and then to the girls for final preparation.

Some beans, particularly those struck with anthracnose, often require a second elevation and handpicking to make choice, which is doubly expensive and wasteful. No machinery has yet been devised which can do any work fitting up beans which are frosted or have anthracnose, it being purely a handpicking job, a very slow, tiresome, expensive, and unsatisfactory one.

In order not to mislead ourselves by working on a wrong basis, we must take note of the following expenses which are going on under all processes:

Power (Fuel and Repairs).  
Labor (Office and Elevator).  
Repairs—To Cleaners, Elevators, Bins, Pickers. (Generally reckoned during the summer season to appreciate full extent.)  
Interest. A. On investment. B. On stock.

Insurance (Compensation, Fire, Tornado). A. On building and machinery. B. On stock.

Depreciation and Shrinkage of Stock.  
In estimating this cost, we must therefore be governed by 1. Condition and kind of stock. 2. Thoroughness of preparation. 3. Character of the plant.

For convenience, we will arrange a chart divided into five heads, viz: 1. Receiving. 2. Processing. 3. Selling. 4. Shipping. 5. Comebacks.

Now let us analyze each of these heads.  
1. Receiving: A. Elevating; B. Screening; C. Weighing; D. Testing; E. Elevating to Bins.

Under the most favorable circumstances, after considering the proportion of Labor, Fuel, Repairs, and the overhead expenses belonging to this branch, we cannot figure less than 3 cts per bu.

2. Processing: A. Recleaning, which includes wasting of good beans, labor and power, .01; B. Roll-picking. Includes complete set gears, rolls and boxing for every 10,000 bushels. Repairs, .02; Power and Labor, .01½; total, .03½; C. Belt Picking. Repairs, Power, Labor and Waste, .02; D. Hand Picking. Maintaining of Picking Room. Heating, ½c; Lighting, ½c; Cleaning, ½c; Forelady and Repairing Machines, 1c; total, .02½.

(Mental Anguish and Domestic Troubles not included in estimate.)

3. Selling: A. Office Help. (Book-keeper and Stenographer.) B. Postage and Stationery; C. General Office Expense; D. Telephone and Telegraph, .05.

4. Shipping: Bagging, Sewing, Weighing, Piling, Loading, .02.

5. Comebacks: A. Shrinkage and damage in transit. B. Bank discount on outstanding drafts and collection charges, .02; C. Rejections, What?

We have estimated on shrinkage and discounts, 2c per bushel, that's easy, but help must come from this audience to determine this last, but not least, item, rejection, which has probably brot more grief and agony to every bean man than all his other troubles combined. To thoroly appreciate how cold the old, hard world really is, let us drink of this cup, and we will learn to its fullest extent. We will dwell only long enough on this subject to offer the admonition of Davy Crockett, "Be sure you're right, then go ahead," then Benjamin Franklin, "An ounce of prevention is worth a pound of cure," then some other wise business man who said, "An article well bot is half sold."

To summarize—we believe we are within reason to say in general, that, to handle properly an average bushel of beans in all its processes, and to get our money back in our bank clean, and without strings on it, we need to figure the 21c per bushel as above outlined.

The spirit of speculation enters in so strongly at times that reasonable profits which should belong to the operator are lost and the trade in general made to suffer. There is very little use, considering the cost of our operation, if we are to throw down safeguarding principles, go it wild, and trust to unknown speculative conditions, to work out our profits.

W. J. Orr, Bay Port, read the report of the nominating com'te, which was accepted and the following officers were declared elected: Pres., Fred Welch, Owosso; vice-presidents, C. F. Allmendinger, Ann Arbor, C. E. DePuy, Pontiac, F. E. Kelsey, Bad Axe; treas., W. N. Isbell, Lansing; directors, J. E. Burroughs, Flint, F. E. Nowlin, Albion, John Murray, Carsonville, W. I. Biles, Saginaw, J. A. Heath, Lenox, K. P. Kimball, Lansing. E. W. Burkhart, Fowlerville, was again chosen secretary and chief inspector.

C. E. DePuy: I move that the board of directors be empowered to make special assessments on all members when necessary. Carried.

W. J. Orr: I move that we publish a review of the activities of this Ass'n for the past twenty-one years in all county newspapers. Carried.

H. L. Goemann, Toledo, O., addressed the jobbers on the good work accomplished by the Ass'n. He urged all dealers to support their organization.

The following were chosen as a com'te on publicity to gather data concerning the work of the Ass'n since its organization for publication in the papers: W. J. Orr, Fred Welch, E. J. Isbell, J. A. Heath, G. F. Allmendinger and C. E. DePuy.

Adjourned at noon, sine die.

## Convention Notes.

George W. Miller came all the way from South Byron, N. Y.

V. M. Shoesmith, of East Lansing, represented the Michigan Agricultural College, Dept. of Farm Crops.

Toledo sent a strong delegation, including Dave Anderson, F. W. Camper, E. B. Flack, H. L. Goemann, A. Guiteau, Geo. A. Kreglo, Fred Mayer and J. W. St. John.

Among the dealers in supplies and machinery at the convention were A. H. Smith, repts. Huntley Mfg. Co., Jackson; Charles H. Sterling, repts. Invincible Grain Cleaner Co., Silver Creek, N. Y., and Albert T. Ferrell, of A. T. Ferrell & Co., Saginaw, Mich.

Michigan dealers at the convention included the following:

R. Z. Allen, Jackson; E. W. Aymer, Fairgrove; C. H. Barrett, Detroit; D. Bel-lows, Rockford; W. I. Biles, Saginaw; A. F. Bliss, Cedar Springs; E. A. Brayman, Custer; H. E. Botsford, Detroit; W. W. Boughner, Fountain; E. W. Burkhart, Fowlerville; J. E. Burroughs, Flint; W. J. Butler, Millbrook.

O. D. Corwin, Williamston; R. E. Cushman, Bath; F. N. Clark, Manton; T. Crawford, Breckenridge; W. T. Coverdale, Lake View; C. A. Croel, Carland; H. E. Close, Byron; S. Cushman, Bath; E. F. Cool, Clarksville; H. E. Chatterton, Mount Pleasant; E. C. Comstock, Springport; J. B. Crawford, Ithaca; W. C. Chappel, Coral; F. M. Cross, Bad Axe; H. W. Carr, Saginaw; J. E. Crane, Eaton Rapids; J. B. Carr, Saginaw, A. J. Coran, Detroit.

E. S. Danner, Muir; F. A. Dimond, St. Johns; W. B. Dean, Mason; G. A. Dock-eray, Rockford; E. S. Doty, Grand Ledge; C. H. Estee, Shepherd; M. G. Ewer, Detroit; R. Fletcher, Omer; J. Frutchey, Cass City; W. Francis, Mount Pleasant; H. Frutchey, Swartz Creek; B. A. Fillinger, Henderson; C. Francis, Standish; F. F. Flaherty, Charlotte.

W. E. Green, Ithaca; D. A. Garfield, Albion; J. S. Gibson, Greenville; J. A. Heath, Lenox; W. C. Hess, Akron; M. J. Hart, Saginaw; W. L. Harvey, Pierston; F. W. Hinyan, Grand Rapids; E. C. Holmes, Marlette; H. I. Harwood, Plainwell; W. J. Hoxsie, Vassar; F. T. Hyne, Brighton; E. C. Herolz, Portland.

W. N. Isbell, Lansing; E. J. Isbell, Jackson; G. Johnson, Clare; A. M. Johnson, Lyons; H. B. Johns, Millington; E. Jud-son, Durand; F. W. Kinde, Bad Axe; K. P. Kimball, Detroit; W. R. Kehoe, Flint; R. H. Kent, Marion; R. A. Law, Freeland; W. E. Laur, Saginaw; A. E. Lawrence, Mulliken.

A. H. Madsen, Ann Arbor; J. D. McLaren, Plymouth; L. W. Murray, Carson City; H. A. Millard, Hersey; F. Mitchell, Weidman; C. W. Miller, Ithaca; F. F. Moseley, Grand Rapids; J. M. McBridge, Burton; D. Mansfield, Remus; M. G. Murphy, Lansing.

A. Nerreter, Sterling; F. E. Nowlin, Albion; J. P. Norton, Moseley; L. C. Norris, Casnovia; M. L. Osterhout, Belding; J. L. Orner, Richville; P. V. Olk, Munith; J. P. Olk, Fenton; W. J. Orr, Bay Port.

W. F. Prescott, Leslie; S. Pratt, Laingsburg; E. C. Patten, Durand; J. H. Palmer, Sunfield; E. E. Prescott, Ionia; A. Ruehls, Saginaw; F. H. Richardson, Fairgrove; W. Reardon, Midland; J. F. Rollader, Shepherd; E. Ranstein, Lambs; E. A. Remer, Cedar Springs.

H. Starks, Perry; R. B. Squires, Rockford; David Smith, Lake Odessa; A. E. Schelper, McBain; M. P. Shanahan, Lambs; L. J. Stinson, Big Rapids; K. R. Smith, Ionia; S. Schpok, Deatur; G. Smith, Woodbury; W. E. Snelling, Kingston.

E. R. Turnbull, Laneer; J. B. Thompson, Detroit; F. M. Towner, Morrice; W. W. Townsend, Brown City; Geo. H. Triphagen, Sunfield; Fred Welch, Owosso; R. E. Ward, Jackson; W. Walker, Imlay City; C. Wolohan, Birch Run; John Wriegelsworth, Cohoctah; A. E. Walcott, Saginaw; G. S. Young, Alma.

UNDER THE NEW TARIFF the duty on oats, it is generally believed, will be 6c per bushel, and Canadian oats are now being sold in the New York market on that basis. This is having more or less influence on the oats situation in general, and would seem to be a factor in preventing a material advance at this time. Cash oats are heavy because of exceptionally large supplies at all points, and it will require a larger consumptive demand and a much smaller interior movement to maintain existing values and prevent a further sagging of prices. Chicago Standards and Duluth No. 3 Whites are persistently offered in quantities Lake and Canal at prices below our spot market.—L. W. Forbell & Co.



# Seeds

Splendid show for clover seed this year.—C. E. Emery, Forest, O.

The first lot of new Hungarian seed was sold at Chicago Sept. 10 at \$1.15.

The A. D. Mehane Seed Co., Lockhart, Tex., recently completed the erection of a large seed warehouse.

Broom corn on Sept. 1 was 61% of an average crop, according to the Crop Reporting Board of the U. S. Department of Agriculture.

C. B. Friedly has purchased O. L. Scribner's interest in the Scribner Seed Co., Moweaqua, Ill., and has changed the company's name to Moweaqua Seed Co.

Good crop of clover seed here but farmers will not sell at price offered.—C. P. Bauman, mgr., Winchester Mfg. Co., Canal Winchester, O.

George R. Lingle of George R. Lingle & Son, Clinton, Mo., the well-known seed house, was recently elected pres. of the Brinkerhoff-Faris Trust & Savings Co.

The Sault Feed & Seed Co., Sault Ste. Marie, Mich., has been incorporated to engage in the feed and seed business. The capital stock is \$50,000.

Springfield, Ill., Aug. 1.—Broom corn in Illinois is 75% of normal. Castor beans are 92% of normal in Hamilton county and 100% of normal in Jackson county.—J. K. Dickerson, sec'y Ill. Board of Agriculture.

Peoria received 180,000 bus. of seed during August and shipped 90,000 bus.; compared with 180,000 bus. received and 90,000 bus. shipped during August, 1912.—John R. Lofgren, sec'y Board of Trade.

Duluth received 586,157 bus. of flaxseed during August and shipped 1,329,364; compared with 1,17,637 bus. received and 245,920 bus. shipped during August, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

John Henderson, Cokato, Minn., won the first prize for wheat at the Minnesota state fair; B. C. Gray of Rochester won the first prize for flax, and G. B. Wells, Pine City, Minn., won the first prize for corn.

The Canadian Seed Growers Ass'n has already organized 35 pure seed centers among farmers in eastern Canada; and its sec'y, L. H. Newman, recently toured the western provinces to organize such centers among the farmers there.

The acreage of cowpeas in Oklahoma this year is 95% of last year's acreage; kafir corn acreage 94%, and milo maize acreage 87% that of last year. Forty-two per cent of the alfalfa acreage was abandoned on account of poor stand.—Oklahoma State Board of Agriculture.

Prof. B. C. Buffum, Worland, Wyo., has organized and is the permanent sec'y of the American Farmers Pure Seed Ass'n. The Ass'n will protect the growers of pure bred seed by a stamp and seal guaranteeing the seeds, and will also act as a bureau of information for its members.

Always tag your seed shipments to Toledo: "To be cleaned." Then the Ohio seed law will not bother you, if it should be enforced, which is doubtful. Put a tag on every bag in shipping less than carloads, so that the lots will not get mixed up.—C. A. King & Co.

Most of the wheat grown in Oklahoma this year is unfit for seeding purposes, according to Benjamin Hennessey, sec'y, State Board of Agriculture. He has issued a special bulletin warning farmers not to sow home-grown wheat until it has been subjected to a germination test.

The Kansas Agricultural College recently tested this season's wheat grown in several sections of Kansas and found it of high germinating strength and entirely fit for seed. The college urges farmers to plant only sound, wholesome wheat, well graded, and weighing close to 60 lbs. per bu.

The Worthington Grain Co., not incorporated, has been formed by Fred L. Humiston, Worthington, Minn., and B. P. St. John, Heron Lake, Minn., and will engage in the seed business at Worthington. The company owns two elevators at Worthington having a total storage capacity of 80,000 bus.

The condition of the hemp seed crop for the United States on Sept. 1 was 65% of normal, compared with 81.2%, the average for ten years. Kentucky will produce but 47% of the normal blue grass seed crop this year, compared with last year's record crop of 117% of normal.—Nat. C. Murray, Bureau of Statistics, U. S. Dept. of Agriculture.

William H. Maule, Philadelphia, Pa., seed merchant, died unexpectedly of apoplexy at New York City recently. He had just returned from a motor trip thru the Berkshires. Mr. Maule was in the seed business all his life, having inherited the business from his father. He was 56 years old and left a widow and two daughters.

Alsike is almost a failure in the United States but there appears to be some bright spots in Europe and Canada. Timothy seed is short but receipts have been liberal at Chicago. Far west has large yields while east has very small.—C. A. King & Co.

Flax on Sept. 1 showed a condition of 84.9%, compared with 86.3% last year and 80.9%, the 10-year average, according to the U. S. Crop Reporting Board. The condition on Aug. 1 was 77.4% showing that the crop lost 2½ points during August. Acreage is 2,425,000, 85.1% of last year's acreage. Yield per acre is estimated at 8.4 bus., and total production is placed at 20,000,000 bus., compared with 9.8 bus., the yield per acre last year, and 28,000,000 bus., last year's crop.

Chicago received during the week ending Sept. 20 1,779,000 lbs. timothy seed, 53,000 lbs. clover seed, 402,000 lbs. other grass seeds, and 9,000 bus. flaxseed, against 1,342,100 lbs. timothy seed, 46,200 lbs. clover seed, 668,400 lbs. other grass seeds, and 48,000 bus. flaxseed during the corresponding week in 1912. Shipments for the week have been 1,627,000 lbs. timothy seed, 10,000 lbs. clover seed, 529,000 lbs. other grass seeds, and 1,000 bus. flaxseed, against 1,979,800 lbs. timothy seed, 2,500 lbs. clover seed, 721,900 lbs. other grass seeds, and 6,400 bus. flaxseed during the corresponding week in 1912.

Clover seed appears to have no immediate trend. The bears believe that October is a \$6.00 possibility. Receipts will have to increase materially to put it there. September arrivals have been disappointing, and the demand for fall sowing has taken the bulk of it. Farmers have been slow sellers in some places, but in other sections have sold freely. Week of rainy weather retarded movement which promises to increase greatly next month.

Situation abroad appears similar to ours and unless conditions change but very little clover seed is expected to cross the water in either direction.—Southworth & Co.

This year's crop of clover seed appears to be more like that of 1903 than 1908. Those years produced the only big crops since 1897. The present crop promises to be less than 1908, when the five chief states raised 2,534,000 bus. It may be as large as 1903, when those same states produced 1,949,000 bus. The low price that season for October seed was \$5.25 in April. It reached \$7 in October, an increase of \$1.75. The following season October seed sold as low as \$5.40. The 1909 low price was \$1.20 higher than the low of 1908. The 1904 and 1909 crops were both small and about the same size. It must not be forgotten that prices are on a higher basis than they were five or ten years ago.—C. A. King & Co.

Toledo received 2,088 bags of clover seed during the week ending Sept. 20, compared with 1,690 bags received during the corresponding week last year. This brings total receipts this season to 7,418 bags, compared with 3,760 bags received up to this date last year. Clover seed shipments amounted to 1,525 bags compared with 55 bags for the corresponding week last year. Shipments this season total 3,217 bags, compared with 1,163 bags shipped up to this date last year. Alsike receipts were 73 bags for the week, compared with 130 bags a year ago. Total receipts of alsike for this season are 403 bags, compared with 2,315 bags received up to this date last season. Shipments were 19 bags for the week compared with none shipped last year. Timothy seed figures are: receipts for week ending Sept. 20 were 2,687 bags compared with 1,121 bags a year ago; receipts for season to date 7,418 bags against 21,019 bags a year ago; shipments for the week were 921 bags compared with 2,812 bags a year ago; for season to date 18,898 bags.

During the years 1911-12 the alfalfa weevil spread over many miles of territory in the Rocky Mountain states and its present distribution includes Weber, Morgan, Davis, Salt Lake, and Utah counties in Utah, and parts of Uinta County, Wyo.; Bear Lake and Oneida counties, Idaho; and Box Elder, Cache, Rich, Summit, Wasatch, Sanpete, Millard, Juab, and Tooele counties, Utah. Thus far no mountain range in Utah appears to obstruct in any way the movement of the weevils. Weevils have been taken as high as 9,500 ft. in Salt Lake County, where they had apparently been carried partly by winds when they were flying. Among the remedial measures recommended are late disking or spring-toothing in order to keep the alfalfa growing rapidly in the spring; removal of the first crop as soon as serious injury occurs, followed immediately by a thorough use of the spring tooth and brush drag; rotation of alfalfa at least every 4 or 5 years; and the cleaning up all around the farm, especially canals, ditch banks, weed patches, and gardens.—E. G. Titus in Circular 10, Utah Experiment Station.

Bulls talk about farmers not selling clover seed at present prices. They talked that way in 1908. Farmers did sell and October went below \$5 after selling to near \$9 early in August. A fact not to be lost sight of is the big yields and big acreage. Farmers can hold some and still send a lot to market. Summer demand for clover seed



has been unusually large this year. It has taken care of current receipts so far, and caused a slight premium to be paid each day. This caused some to take the long side, but some day the demand may cease and then daily purchases will be on basis of October, and a great deal of it will be hedged in Toledo market. Future course of the market depends upon whether the farmer lets go or stores. After the summer trade is filled somebody will have to carry a lot of seed during the winter. That means that somebody will have to pay storage, insurance and interest, and carry the seed until it is wanted next spring. If the farmer carries the most of it at home it will not be much of a burden, but if his yields are so heavy that he can afford to let it go, the central market will have to carry it.—J. F. Zahm & Co.

## From the Seed Trade.

CLINTON, Mo., Sept. 18.—The long drouth just broken has badly damaged all meadows and pastures. It is too early to predict definitely the future outlook. No farm seeds will be offered; on the contrary, farmers will be compelled to purchase supplies elsewhere. Wheat made good yields, and the outlook is that an increased acreage will be planted this year. Farmers are seeding unusual quantities of rye for fall pasturage, and meadows will be largely re-seeded.—Geo. R. Lingle & Son.

FT. SCOTT, KANS., Sept. 18.—The outlook for seeds the coming year is very good. The acreage may not be increased over last year, but 90% of the clover and timothy sown last spring is dead. This acreage or its equivalent will be put to grass this year. If timothy

prices can be held down within reason, and with cheap clover seed, we look for the biggest sowing we have had for several years. No clover raised here and little timothy carried over.—Mead Grain Co.

NEBRASKA CITY, NEBR., Sept. 19.—This has been a poor seed season. Owing to the drouth conditions no seeds were sown. At this writing weather is cool and rains have come but farmers are too busy with fall wheat planting to sow seeds. The sales of timothy and alfalfa compared with last year is about 15 per cent. One of the largest and most extensive alfalfa seed crops was threshed in this part of Nebraska, mostly unclean seed. The price of alfalfa is lowest on record. The farmers are not accustomed to such low prices for alfalfa and clover and are inclined to hold and carry the same until next year.—Edward Bartling Seed Co., by C. D. Bartling.

FREMONT, NEBR., Sept. 12.—Seed crop conditions in Nebraska are not quite up to the usual standard. The sweet and field corn crops are in a very spotted condition, some of them being fairly good and ranging from 30 to 40 bus. and in some cases 50 bus. per acre estimated yields, whereas in other cases in the same localities they will only run 10 to 15 bus. per acre so that it is hard to tell what they will make or estimate the deliveries we will be able to make upon orders for sweet, dent and flint corns. Pumpkin, squash and watermelon crops will all be somewhat short and not more than one-half a crop and in many cases failures. Cucumber and musk melon will make about one-half of an average crop, but as we have a fairly good acreage of these kinds growing, we hope to fill most

of the various varieties nearly in full. We do not look for any surplus production of seed crops in our line the coming season, and on the other hand, believe many varieties will be very short.—Wm. Emerson, mgr., Western Seed & Irrigation Co.

## To Deliver Track Grain on Pit Contracts.

The following amendment to its rules has been posted for ballot vote of members by the Directors of the Chicago Board of Trade, to enable country shippers whose cars are late in arriving, to make a tender of delivery on contracts for future delivery before the grain has been warehoused:

On and after June 1, 1914, grain in cars shall be deemed a valid tender on contracts, same as grain in public warehouses, during the last three business days of any month, under the provisions of the rules pertaining to the delivery of warehouse receipts—the B/L or railroad receipt issued against same evidencing ownership, serving to convey the title to the grain, same as warehouse receipts issued against grain in warehouses—when conforming to the following requirements:

A. When within the Chicago Switching District; or, if arriving from the country, when it has reached the railroad yards where the inspection for the Chicago market is regularly made.

B. When the grade of such grain tendered is evidenced as being a proper grade under the rules for tender, by a certificate of inspection of the Illinois State Grain Inspection Department, showing the inspection to have been made during the last five business days of same month, which grade the seller shall be deemed as guaranteeing to the buyer to remain such until the buyer has had a reasonable time to unload.

C. When covered by a duly authorized "Order B/L" properly endorsed in blank to convey title thereto. The delivery notice shall describe the B/L in all of its essential features (date, railroad, car number and weight of contents), and shall be the basis of computing and determining all freight and other items chargeable to the property tendered, same as storage charges against warehouse receipts; and if the party taking delivery orders same to a regular elevator, all charges incurred in switching the cars so delivered to the nearest and most accessible elevator should be deducted.

D. When the quantity so delivered is evidenced by weight certificate of the Weighing Department of this Ass'n, or, if evidenced by weight certificate other than above, or, if the weight be estimated on the basis of the rated capacity of the car, such other weight certificate, or such estimated weight, shall be deemed to be guaranteed by the seller to the buyer, and any excess over or any recess from such weight so evidenced, at time of unloading, if then weighed by the Weighing Department of this Ass'n, shall be settled for at the current market value of the day such variation is known. The weight of all carlots so delivered and finally unloaded at any regular elevator, the receipts of which are regular on delivery, shall be deemed the final weights on which settlement is made.

E. On all grain delivered in carlots the seller must furnish to the buyer proper fire insurance and defray the cost of same for a reasonable time (not to exceed seven calendar days) until the buyer shall have unloaded the grain, or ordered it to a railroad for shipment.

A PARIS GRAIN BROKER is charged with bribing telephone girls to inform him of all business transacted over the telephone by his rivals, which information he was able to make good use of. His commercial rivals frequently found it impossible to obtain telephone communication during important hours of the day. Five girls and officials of the telephone exchange are implicated in the scheme. One operator is said to have received \$120 a month from the broker, and another declined promotion in order not to lose the bribes. The corruption is said to have lasted for seven years.

## Seed Crop Conditions Sept. 1, 1913, Compared With 1912, as Reported by Department of Agriculture.

	Clover Seed		Flaxseed		Alfalfa		Millet		Kafir Corn		Dry Beans	
	*Acreage	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1912
Maine	100	..	90	..	..	..	82	85	..	83	85	85
N. H.	..	..	..	..	..	..	75	90	..	85	82	82
Vt.	100	..	97	..	..	..	87	87	..	88	85	85
Mass.	..	..	100	..	..	..	78	51	..	85	87	87
R. I.	..	..	100	..	..	..	80	88	..	87	90	90
Conn.	100	..	90	..	96	91	79	94	..	80	90	90
N. Y.	90	70	87	..	84	95	75	86	..	72	87	87
N. J.	87	77	87	..	91	91	81	89	..	..	87	87
Pa.	85	70	89	..	91	52	84	94	..	..	91	91
Dela.	90	79	87	..	100	96	81	..	..	92	..	..
Md.	90	66	92	..	84	96	84	80	..	84	87	87
Va.	100	88	87	..	95	85	87	78	..	84	82	82
W. Va.	87	88	93	..	92	97	83	93	..	83	94	94
N. C.	102	90	89	..	100	81	85	82	..	88	82	82
S. C.	115	87	92	..	105	92	86	75	..	82	75	75
Ge.	92	..	87	..	85	90	84	84	..	80	83	83
Fla.	..	..	..	..	..	..	..	..	..	..	..	..
Ohio	125	88	86	..	94	87	81	92	..	77	93	93
Ind.	112	83	85	..	90	91	78	90	..	63	90	90
Ill.	110	78	86	..	91	80	70	89	60	80	92	91
Mich.	100	83	82	..	89	99	85	91	..	81	82	82
Wis.	97	88	89	87	90	100	98	94	89	94	86	86
Minn.	115	90	90	81	85	98	97	91	92	..	91	94
Ia.	110	89	89	86	95	96	97	90	96	..	79	89
Mo.	105	71	81	43	68	73	90	49	81	53	85	82
N. D.	110	..	92	73	84	110	99	79	95	..	84	90
S. D.	100	92	88	68	82	94	93	77	92	..	79	88
Neb.	100	78	80	74	93	79	84	62	86	54	90	89
Kan.	105	81	80	60	74	60	90	27	84	39	88	83
Ky.	92	74	89	..	..	75	91	67	90	..	55	91
Tenn.	95	77	89	..	..	77	93	68	90	..	56	91
Ala.	209	90	91	..	..	78	80	80	85	..	73	85
Miss.	105	79	94	..	..	82	80	81	95	..	76	85
La.	100	..	100	..	..	82	80	76	90	..	75	85
Tex.	120	71	80	..	..	80	85	70	81	75	83	72
Okla.	90	..	80	63	..	60	85	52	80	50	85	71
Ark.	107	80	86	..	..	80	85	72	80	75	80	77
Mont.	110	100	95	84	98	97	105	80	95	..	90	..
Wyo.	95	101	98	..	..	100	102	90	96	..	92	..
Colo.	110	100	..	55	90	88	101	70	96	74	99	93
N. M.	105	97	85	..	..	91	103	65	90	64	90	89
Ariz.	105	..	100	..	..	105	103	96	..	96	96	99
Utah	92	101	97	..	..	91	95	99	90	..	93	..
Nev.	..	96	100	..	..	102	112	91	..	..	95	..
Idaho	96	97	98	..	..	100	105	97	..	..	95	95
Wash.	85	95	98	..	..	99	100	89	..	..	89	96
Ore.	95	97	99	..	..	97	100	97	..	..	97	99
Calif.	80	92	94	..	..	96	93	..	..	85	87	88
U. S.	104.2	81.3	86.6	74.9	86.6	83.3	94.2	62.6	86.7	57.9	85.4	84.2

\* 1913 acreage stated in percentage of 1912 acreage.



# Grain Trade News

## ARIZONA

Phoenix, Ariz.—The Arizona Egyptian Cotton Growers Ass'n will build a grain and seed warehouse.

## ARKANSAS.

Little Rock, Ark.—C. F. Williams, Geo. F. Cunningham and Joseph Daniel have been appointed by the Board of Trade to act as a com'te to investigate freight rates on grain.

## CALIFORNIA.

Los Angeles, Cal.—Having decided to handle all grain in bulk in future, the Globe Grain & Mfg. Co. has remodeled its steamer "Portland" to carry bulk grain.

Fresno, Cal.—J. W. Boling was arrested Sept. 6, charged with passing checks which he is alleged to have forged, to the amount of \$430. He is said to be a grain dealer.

San Francisco, Cal.—D. L. McDaniel of Portland will succeed J. Stuart Murdock as local representative of W. A. Gordon & Co. Mr. Murdock has gone into partnership with F. J. Sullivan and they will operate a general grain and mill feed business under the firm name of F. J. Sullivan & Co.

## CANADA.

Beauford, Sask.—An elvtr. will be built at this point.

Treherne, Man.—Treherne Elvtr. Co., Ltd., incorporated.

Govan, Sask.—The Govan Grain Growers Co-operative Co. has been incorporated.

Vancouver, B. C.—The Alberta Pacific Elvtr. Co. has bot the plant of the Brown-howey Co.

Zealandia, Sask.—The elvtr. of the Goose Lake Grain Co. burned recently. It contained little grain.

Wappela, Sask.—The elvtr. of the Farmer Elvtr. Co. has been leased by the Imperial Elvtr. & Lbr. Co.

Dauphin, Man.—The elvtr. of the Lake of the Woods Mfg. Co. is being thoroly overhauled and repaired.

Calgary, Alta.—J. K. Cummings was elected pres. of the Grain Exchange at the recent annual meeting.

Lumsden, Sask.—The Lumsden Mfg. & Grain Co. recently closed its plant for repairs, but is again in operation.

Ottawa, Que.—The opening of the proposed sample markets scheduled for Sept. 1, will not take place until Dec. 15.

Fillmore, Sask.—The Saskatchewan Elvtr. Co. has bot the elvtr. of the Northern Elvtr. Co. and has remodeled the house.

Calgary, Alta.—The Alberta Pacific Elvtr. Co. Ltd. will probably spend \$2,000,000 for the erection of new elvtrs. during the next year.

Carberry, Man.—The Grain Growers Grain Co. has bot the Hope Elvtr. of H. Mathews and will tear it down and rebuild it at Cromer.

Holland, Man.—The elvtr. of the Holland Elvtr. Co., built to replace the house burned Aug. 8, is completed and was opened Sept. 20.

Souris, Man.—Geo. McCulloch & Sons, Ltd., incorporated to deal in grain; capital stock \$300,000; Geo., H. W., R. J., and W. C. McCulloch and S. H. Forrest, incorporators.

Sand Point, Ont.—The Can. Pac. Ry. Co. has let contract to the John S. Metcalf Co. for a reinforced concrete elvtr. at this point. The elvtr. will be 202 ft. high.

Port Arthur, Ont.—The official opening of the new Government Elvtr. will probably occur about Oct. 1, and will be attended with fitting ceremonies. Edward P. Benson has been appointed Supt.

Saskatoon, Sask.—Contract for the government interior elvtrs. to be erected here and at Moose Jaw, has been let to the Barnett-McQueen Co., Ltd., each elvtr. to cost about \$1,000,000 and to be completed by Dec. 15, 1914. The elvtrs. will have a capacity of 3,500,000 bus. and will be built so that the capacity can be increased to 20,000,000 if desired.

## WINNIPEG LETTER.

Benjamin Lang, a member of the Grain Exchange, died recently from blood poisoning.

J. A. Scott, well known to the early grain trade in this city, died recently in Vancouver. He was a former partner of Sam Scott.

The Acme Grain Co., Ltd., incorporated in this province, has been licensed to carry on a business in the province of Ontario as an extra-provincial company.

The board of grain commissioners reached a satisfactory understanding in regard to the tariff of public terminal elvtr. charges, at a recent meeting in this city, and the rates became effective Sept. 1. The wording in the rate on condemned grain was changed and now reads as follows: "On grain condemned or rejected because mixed with heated, heating or burn; receiving, elevating, spouting, insurance against fire and storage for 15 days, 1½¢ per bu."

The hearing of the suit by Geo. S. Mathieson against former Pres. Kelly of the Grain Exchange began Sept. 17. Mathieson entered the employ of MacLennan Bros. as an accountant. This firm is charged with having agreed to pay one Donen ¾¢ per bu. for every bu. of grain he procured to be shipped to the company. For this reason the council of the exchange fined Mathieson \$500 altho Mathieson alleges that he made no use of his membership in the exchange for the benefit of his employers.

At the recent annual meeting of the Grain Exchange, Alvin K. Godfrey was elected pres. succeeding Andrew Kelley. Other officers elected are S. T. Smith, vice-pres.; C. N. Bell, sec'y-treas.; members of council, G. V. Hastings, David Horn, Andrew Kelly, W. E. Milner, Donald Morrison, J. C. Gage, Thos. Thompson, W. A. Anderson, W. R. Bawlf, Thos. Brodie and Geo. Fisher; com'te on arbitration, H. N. Baird, G. R. Crowe, John Fleming, A. R. Hargraft, F. N. McLaren, W. L. Parrish and A. C. Ruttan; com'te on appeals, E. W. Kneeland, W. A. Matheson, S. A. McGaw, W. W. McMillan, E. S. Parker, S. Spink and C. Tilt.

The following contract grades for grain for 1913-14, will become effective Oct. 1, according to a notice from the council of the Grain Exchange: Resolved, That No. 1 Manitoba northern wheat be the contract grade of wheat for the season of 1913-14, with the privilege of delivering No. 1 Manitoba hard wheat on contracts at 1% premium over No. 1 Manitoba northern wheat, with the privilege of delivering No. 2 Manitoba northern wheat on contracts at 3¢ discount under No. 1 Manitoba northern, and with the privilege of delivering No. 3 Manitoba northern on contracts at 8¢ discount under No. 1 northern. That No. 2 Canadian western oats be the contract grade of oats for the season

of 1913-14, with the privilege of delivering on contracts extra No. 1 feed oats at a discount of 4¢ per bu. That No. 3 Canada western barley be the contract grade of barley for the season of 1913-14, with the privilege of delivering on contracts higher grade barley. That No. 1 northwestern Canada flaxseed be the contract grade of flaxseed for the season 1913-14, with the privilege of delivering on contracts No. 2 Canada western flaxseed at a discount of 3¢ per bu.

## COLORADO.

Fleming, Colo.—The Farmers Elvtr. & Supply Co. has opened its new elvtr. and is taking in grain.

Hudson, Colo.—The O'Donnell-Kellogg Grain Co. of Stratton, Neb., is building a 10,000-bu. iron clad elvtr. at this point. The house will be up to date in every respect. The R. M. VanNess Construction has the contract.

## IDAHO.

Culdesac, Ida.—The Chehalis Produce Co. of Chehalis, Wash., has bot the warehouse of the Farmers Union at this point.

Pocatello, Ida.—The state headquarters of the Farmers Society of Equity are now located here. We are shipping large amounts of grain and hay and are adding new counties to the state organization daily.—O. E. Scott, sec'y-treas.

## ILLINOIS.

Cary Sta., Ill.—Chris Franke has succeeded Wulf & Arps.

Oswego, Ill.—Work has been started on the elvtr. of Wm. Cliggitt.

Franklin, Ill.—A farmers elvtr. company is being formed at this point.

Donovan, Ill.—C. B. Nordwahl is now mgr. for the Donovan Grain Co.

Oakland, Ill.—Work has been commenced on the elvtr. for the Farmers Elvtr. Co.

Hubley sta., Greenview p. o., Ill.—A farmers elvtr. company has been organized.

Auburn, Ill.—We expect to cover our elvtr. with galvanized iron.—Auburn Roller Mfg. Co.

Ransom, Ill.—A 5-h.p. motor has been installed in the elvtr. of the Farmers Elvtr. Co.

Jenkins sta., Clinton p. o., Ill.—The Jenkins Grain Co. plans to rebuild its elvtr. burned July 24.

Perdueville, Ill.—The elvtr. of the Perdue Elvtr. Co. has been finished and is now in operation.

Matteson, Ill.—The elvtr. of H. F. Bartling is again in operation having been closed for extensive repairs.

Creston, Ill.—I am now located at this point.—H. F. Hurst, formerly agt. for the Malden Elvtr. Co., Malden.

Waterloo, Ill.—Geo. C. Ziebold, mgr. of the Waterloo Mfg. Co., was married Sept. 11, to Miss Viola E. Pinkel.

Towanda, Ill.—We have recently completed a large lumber shed.—O. Clark, mgr. Towanda Grain & Coal Co.

Martinton, Ill.—The Farmers Martinton Elvtr. Co. has been re-incorporated and Otis J. Bear of Keokuk will be mgr.

Ospur sta., Clinton p. o., Ill.—The Shelabarger Elvtr. Co. is repairing its wagon scale, putting it on a concrete foundation.

Witt, Ill.—Vernon Eddington has succeeded E. J. Chinn as engineer at our elvtr.—J. M. Lounsbury, mgr. Witt Elvtr. Co.

Ottawa, Ill.—The next annual meeting of the Farmers Grain Dealers Ass'n of Illinois, will be held in this city Feb. 17, 18 and 19.

Armington, Ill.—The Farmers' Grain Co. incorporated; capital stock \$5,000; incorporators W. E. Verry, Frank Pratt and John R. Potter.



Belleville, Ill.—The Richland Mfg. Co. has let contract for 5 re-inforced concrete steel bins to have a capacity of 5,000 bus. and cost \$9,000.

Sutter Siding, Hopedale p. o., Ill.—We have just completed the building of a 24x40-ft. implement shed.—Charles Graff, mgr. Farmers Grain Co.

Meyers sta., Green Valley p. o., Ill.—The Farmers Elvtr. Co. has voted to build another elvtr. on the N. W. R. R., a mile west of this station.

Gardner, Ill.—We are putting in a new elvtr. leg and a new steel boot for same and are making other general repairs.—Hargreaves & Drew.

Leaf River, Ill.—Chas. Forbes has succeeded me as agt. of the Neola Elvtr. Co. at this station.—F. F. Herrick, agt. for same company at Savannah.

Jacksonville, Ill.—Frank Eck and John Brown of Franklin are interested in the organization of a farmers elvtr. company at this point and at Franklin.

Sunbury, Nevada p. o., Ill.—We are putting in a new driveway and are covering our wagon scales with a shed roof.—J. P. Cahill, agt. Bartlett Frazier Co.

Philo, Ill.—J. C. Trost, L. E. Hazen and J. B. Silver have bot the elvtr. of H. E. Parsons, taking possession Sept. 1. They will operate as J. C. Trost & Co.

Hooper sta., Beaverville p. o., Ill.—We have built a new office to replace the one struck by lightning, July 9.—H. J. Kempen, mgr. E. J. Tegge Grain Co.

Winkel, Ill.—Farmers at this point are interested in the organization of an elvtr. company. The C. & N. W. has agreed to put in a switch if the elvtr. is built.

Joy, Ill.—Orin O. Ogle has leased the elvtrs. of Elias Willits at this station and Arpee sta., New Boston p. o., which were operated last year by M. E. Roberts.

Quiver sta., Havanna p. o., Ill.—The elvtr. of the Turner-Hudnut Co., built to replace the one burned Apr. 30, has been completed and G. C. Walker is in charge.

Decatur, Ill.—F. P. Smith, who was stricken with paralysis Sept. 2, died Sept. 17 at the age of 66. He has been in the grain business in this city for the past 4 years.

Ivesdale, Ill.—The elvtrs. at this station, including that of the Ivesdale Grain Co., are full, the Wabash Ry. Co. having been unable to furnish sufficient cars to move the grain out.

Hallsville, Ill.—We have hopped the bins in one of our elvtrs., made general repairs on the other one and also extensive repairs on our cribs.—J. F. Bartley, agt. Hallsville Elvtr.

Thawville, Ill.—The West Bros. Grain Co. will build a new power house and install a new leg, manlift and gravity dump. The Burrell Engineering & Constr. Co. will do the work.

Breckenridge, Ill.—We shipped 4 cars of old corn recently and realized a profit of \$547.80, averaging \$136.95 on each car.—E. L. Davis, mgr. Berry & Breckenridge Farmers Grain Co.

East St. Louis, Ill.—Leon Priwer, member of the St. Louis Merchants Exchange, will build a 60,000-bu. steel and re-inforced concrete elvtr. on the Sou. R. R. and Terminal Ry. Ass'n tracks.

Decatur, Ill.—W. L. Shellabarger is now conducting an automobile garage, tho still retaining some interest in the Shellabarger Mill & Elvtr. Co. of Salina, Kan., and the Shellabarger Elvtr. Co., of Decatur.

Jamesburg, Ill.—The Wykoff Elvtr. which has been closed for some time, burned at 12 a. m., Sept. 9. The elvtr. was empty at the time of the fire. It was formerly leased by the Rogers Grain Co.

Manteno, Ill.—The elvtr. of the West Bros. Grain Co. will be remodeled and two Hall Grain Distributors and an additional elvtr. leg will be installed. The Burrell Engineering & Constr. Co. has the contract.

Hidalgo, Ill.—C. R. Cummins has bot the elvtr. of Reisner Bros., known as the Hidalgo Elvtr. and will operate it under the old name of the Hidalgo Elvtr. Co. Some repairing will probably be done.—Z. S. Reisner, mgr.

Fogarty Siding, Lincoln p. o., Ill.—We are building a 10,000-bu. capacity corn crib. The building is 60x30 ft. and has driveway thru the middle of it. Over the driveway are oat bins with room for 5,000 bus. of oats.—S. A. Warrick, mgr. Farmers Coal & Grain Co.

Savannah, Ill.—The Neola Elvtr. Co. on Sept. 6 purchased the grain, coal, feed and building material business of W. R. Fulrath and is erecting a 150,000-bu. storage addition to the elvtr. F. F. Herrick, former mgr. of the Neola Elvtr. Co. at Leaf River, will be mgr.

Mahomet, Ill.—The remodeling of the elvtr. of Wm. Wykle has been completed and the house now has a capacity of 65,000 bus. The building has been covered with galvanized iron and new machinery including an 8 passenger elvtr. has been installed. The Burrell Engineering & Constr. Co. did the work.

Gibson City, Ill.—In the rehearing of the suit of Jens Jensen against the Shellabarger Elvtr. Co., the jury confirmed the verdict rendered in the first trial, and returned a verdict in favor of the plaintiff, allowing judgment for \$1,751.34. The controversy was over grain stored in the Shellabarger Elvtr. at the time of the fire which destroyed the elvtr. in February, 1911. Jensen contended that he had sold the grain to the elvtr. company and asked payment for it, but the grain company alleged that the grain was merely stored in the elvtr. at the owner's risk.

Receipts of grain at Peoria during August included 218,100 bus. of wheat, 988,807 of corn, 1,828,300 of oats, 96,000 of barley and 31,200 bus. of rye; compared with 344,000 bus. of wheat, 1,426,151 of corn, 1,882,911 of oats, 97,363 of barley and 50,400 bus. of rye received during August, 1912. Shipments for the month included 172,645 bus. of wheat, 127,175 of corn, 865,000 of oats, 71,445 of barley and 46,700 bus. of rye; compared with 320,600 bus. of wheat, 1,024,756 of corn, 1,777,360 of oats, 39,748 of barley and 18,584 bus. of rye shipped during August, 1912.—John R. Lofgren, sec'y Board of Trade.

Alton, Ill.—The elvtr. of the Standard-Tilton Mfg. Co., containing 175,000 bus. of wheat, burned at 9 p. m., Sept. 12; loss \$200,000; fully covered by insurance. The fire started in the top of the building, supposedly from an overheated bearing and spread rapidly thru the house. The two other elvtrs. of the company across the street from the burning house and the mill adjoining it, were saved. All of the grain not burned was damaged by water, but it is estimated that 2/3 of it can be salvaged. The elvtr. will be rebuilt and in the meantime temporary conveyors will be run to the elvtrs. across the street from the mill and arrangements made for unloading grain from cars as the unloading machinery was in the elvtr. destroyed.

Danville, Ill.—The program for the first annual banquet of the Illinois and Indiana Grain Dealers Ass'ns which will be held in this city, Oct. 2, includes the following addresses: "The Benefits of Co-operation in the Grain Trade," Lee G. Metcalf, Pres. Illinois Grain Dealers Ass'n, Illiopolis, Ill.; "Arbitration, Its Importance to the Grain Dealer," Chas. A. Ashpaugh, Pres. Indiana Grain Dealers Ass'n, Frankfort, Ind.; "The New Grades of Corn," issued by U. S. Dept. Agriculture, Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.; "How I Became an Entertainer," Bert A. Boyd, treas. Indiana Grain Dealers Ass'n, Indianapolis, Ind. S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill., will be toastmaster. After the regular program a general discussion of all matters pertaining to the business will be open for all to take a part. The com'te in charge of arrangements consists of Fay Current, Homer, Ill., Frank Jones, Ridgefarm, Ill., and P.

J. Wolfram, Marshfield, Ill. The banquet will be held in the recently completed temple of the Elks.

## CHICAGO NOTES.

CHICAGO CALLER: Geo. E. Traut, inspector Grain Dealers Fire Ins. Co., Bloomington, Ill.

Thos. Y. Wickham of Philadelphia will become a partner in the Beach-Wickham Grain Co., Oct. 1.

Lamson Bros. & Co. have moved their cash grain office into larger quarters on the ground floor of the Board of Trade.

W. H. Axtater, formerly with the Armour Grain Co., is now in charge of the consignment business of the Nye & Jenks Co.

The annual meeting of the Board of Trade Mutual Benefit Ass'n will be held at 3 p. m., Sept. 26 in the visitors' room of the Board of Trade.

Members of the Board of Trade will hold a special meeting Sept. 25, to consider the proposed changes in the grading of corn by the U. S. Dept. of Agriculture.

Fred E. Jahn recently incorporated as Fred E. Jahn & Co. for \$40,000, and his hay, grain and feed business will hereafter be conducted under the corporate name.

Frederick P. Smith, one of the oldest members of the Board of Trade, died Sept. 17, at his home in Decatur, at the age of 70. He was at one time connected with Schwartz, Dupee & Co.

Capt. James McElroy, one of the oldest members of the Board of Trade, died at Jamestown, S. D., Sept. 18. Capt. McElroy was associated with the Geo. H. Sidwell Co. for nearly 25 years.

The proposed rule of the Board of Trade providing for delivery of track grain on contracts during the last three business days of the month is published in full elsewhere in this number of the Journal.

C. H. Canby, W. L. Gregson, J. C. Wood, John Roberts and F. W. Waddell have been appointed by Pres. Andrews of the Board of Trade, as a com'te to consider the proposition to establish a cotton seed oil market.

Amendments to the rules of the Board of Trade will be voted upon by members Sept. 26, making a complete substitute for the "Call Rule," additional regulations on employment of solicitors, and striking out the paragraph Sec. 1 of Rule XXI, governing the right of warehousemen to sell grain out of regular elvtrs.

Switching charges will be the subject of a hearing Oct. 1, in the Chicago offices of the Illinois Board of Railroad & Warehouse Commissioners. The commission is now considering the adoption temporarily of the old ex-rule 23, which was in effect before the rule of Nov. 1, 1908, was adopted and which provides for a switching rate of 10c per ton, with a maximum rate of \$4 and a minimum rate of \$2 per car.

Applications for membership in the Board of Trade have been made by Edward A. Gibson, Albert Smith, Chas. B. Bogert and Ben H. Milliken. New members are Edwin P. Tawney, H. G. Garneau, James E. Miller, John E. Ross, Geo. M. Lindsey and W. B. Page. The memberships of Louis Helm, James S. Marsh and Chas. C. Gorsuch have been posted for transfer. Memberships are quoted at \$2,150 net to buyer.

The Pennsylvania Railroad Co. has arranged with the Hamilton Storage Co. for the erection of a 500,000-bu. circular tank elevator opposite the Pennsylvania Elvtr. at 57th and Leavitt Sts. The Hamilton Storage Co. has recently been incorporated with \$100,000 paid up capital stock, C. E. Metzler, pres. and treas., and G. A. Metzler, sec'y, and will call for bids on the structure about Oct. 1. Excavation has begun. Grain will be handled from and to the Pennsylvania Elvtr. by belts in concrete tunnels and steel conveyor galleries. The Hamilton Storage Co. will do a purely storage business for the benefit of the public.



John A. Aitkins was recently quietly married and slipped away on his honeymoon without informing his many acquaintances on the Board of Trade. Fellow workers in the secretary's office, however, declare they will make up for the oversight when he returns.

Arrangements have been made with the carriers whereby advance notice of 24 hrs. will be given to the trade with respect to embargoes on grain. The following was issued on Sept. 8 to the carriers by W. S. Tinsman, chairman of the Gen. Mgrs. Ass'n of Chicago: Please refer to Circular No. 614, issued Apr. 17, asking whether the Chicago Lines would agree not to post an embargo against a Chicago elvtr. during the open market; notices of such embargoes to be given to the Board of Trade prior to the opening of the market. In other words, embargo notices not on the Bulletin Board of the Chicago Board of Trade at the time market opens will not become effective until the following morning. This is to advise of the unanimous approval of this program by all interested Chicago railways, effective at once.—W. H. Hopkins, mgr. Transportation Dept. Board of Trade.

## INDIANA.

Wolcottville, Ind.—F. M. Smith has bot an elvtr. at this station.

Haubstadt, Ind.—The plant of Zilliak & Shafer burned Aug. 7, will be rebuilt.

Fort Wayne, Ind.—Frederick T. Tresselt, of Tresselt & Sons, died recently.

Frankton, Ind.—J. E. Seigler has succeeded David King as mgr. of the Urmston Grain Co.

Penville, Ind.—James Lord, while painting the elvtr. of Arnold & Engeler, slipped and fell a distance of 85 ft., suffering a broken leg.

LaCrosse, Ind.—The Farmers Elvtr. Co. has given the Burrell Engineering & Construction Co. a contract for a 25,000-bu. cribbed elvtr. on concrete foundation.

Wallen, Ind.—The Wallen Equity Exchange incorporated to deal in all kinds of farm produce; capital stock \$10,000; incorporators Francis B. Moore, Geo. Stolte, and Otto Hoetzer.

Laketon, Ind.—The Farmers Elvtr. Co. will build a 20,000-bu. studded elvtr. on concrete foundations and protected by iron siding. The equipment includes a 20-h.p. Fairbanks Engine, two elevating legs of 2,000-bu. hourly capacity, a sheller and a cleaner. Burrell Engineering & Construction Co. are the contractors.

The first annual banquet of the Illinois and Indiana Grain Dealers Ass'ns will be held in the New Elk Club house at Danville, Ill., Oct. 2. An interesting program has been prepared. Among the speakers will be Pres. Ashpaugh, Sec'y Riley and Treas. Boyd of the Indiana Grain Dealers Ass'n and Pres. Metcalf of the Illinois Ass'n. Sec'y Strong of the ass'n will be toastmaster. Indiana dealers are urged to attend.

Anderson, Ind.—The east wing of the elvtr. of the Union Grain & Coal Co. was discovered on fire at 8:30 p. m., Sept. 14, and before the flames were checked the damage reached \$10,000. Efforts to keep the flames from spreading to the main elvtr. where a large quantity of grain was stored, were successful, the fire being confined to the coal bins and warehouse for cement, etc. The wing will be rebuilt at once. Much of the grain in the elvtr. was somewhat damaged by water, but the entire loss is fully covered by insurance. The fire is thought to have been due to a spark from a locomotive engine.

## IOWA.

Rose Hill, Ia.—Thos. Beatty is repairing his elvtr.

Gilman, Ia.—The Farmers Elvtr. Co. will enlarge its elvtr.

Wesley, Ia.—Clarence Limine is now with the Kunz Grain Co.

Orchard, Ia.—I am mgr. of Farmers Supply Co.—Tom Berryman.

Kellogg, Ia.—Paul P. Paulson is now mgr. of the Farmers Elvtr. Co.

Wayland, Ia.—Farmers are interested in the organization of an elvtr. company.

Hastings, Ia.—W. B. Caven has installed a new engine and manlift in his elvtr.

Rolfe, Ia.—The Rolfe Grain & Mfg. Co. has installed electric lights in its plant.

Randalia, Ia.—O. C. Henderson is working at the elvtr. of Walter Whiteford.

Shannon City, Ia.—Petrie Bros. of Arispe have bot the elvtr. of the Snyder Grain Co.

Wilke, Ia.—The elvtr. of H. F. Wilke has been repaired and a new dump and scale installed.

Clutier, Ia.—Lewis Bata will succeed Frank Hadacek at the elvtr. of Albert Simonsen.

Riverton, Ia.—W. G. Sherman has installed a 35-h.p. distillate oil engine in his elvtr.

Stanhope, Ia.—Henry Jacobson has succeeded D. L. Ray as mgr. of the Farmers Elvtr. Co.

Lake City, Ia.—The Updike Grain Co. is building a new office, having torn down the old one.

Davenport, Ia.—The plant of the Corn Products Co. at this point has been put into operation.

Newton, Ia.—D. J. Eberhart has moved his grain and lumber offices to a new brick building.

Bouton, Ia.—J. B. O'Malley has bot the elvtr. of the Neola Elvtr. Co. and will operate it himself.

Thornton, Ia.—Hynes Grain Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Harlan, Ia.—Frank Rutherford of Superior, Neb., is now with C. C. Rasmussen & Son at this point.

Sciola sta., R. F. D. Villisca, Ia.—The elvtr. of Turner Bros is now in operation. B. R. Mayhew is mgr.

Peterson, Ia.—Roy Whitney has bot the elvtr. of the Western Elvtr. Co. and will take possession Oct. 1.

Herrold, Ia.—The Herrold Elvtr. is now operated by Rittgeri Bros. instead of by the Granger Elvtr. Co.

Des Moines, Ia.—Ward G. Case, the well known grain man, was married Sept. 10, to Miss Meda Stein.

Glenwood, Ia.—John Reed of Platteville has bot the elvtr. of C. E. Haney and has leased it to Fay Wright.

Akron, Ia.—The elvtr. of the Hunting Elvtr. Co. containing 10,000 bus. of grain burned at 1 a. m., Aug. 30.

Gruver, Ia.—The elvtr. of Paul Graves will be completed in a few days and will be put into operation at once.

Aredale, Ia.—Herman Stock, mgr. of the Farmers Co-operative Society, was married Aug. 26 to Grace Poppengo.

Des Moines, Ia.—Chas. A. Godfrey and E. W. Sann have been elected members of the Des Moines Commercial Club.

Woolstock, Ia.—The Farmers Elvtr. Co. will install a Fairbanks Engine and will strengthen the annex to the elvtr.

Taggart sta., College Springs p. o., Ia.—Turner Bros. of Red Oak have installed new scales and dump in their elvtr.

Eagle Grove, Ia.—E. T. Gunderson of Thor is reported to be planning to engage in the grain business at this station.

Colfax, Ia.—Work is progressing rapidly on the elvtr. of Ed Schlosser and it will be ready to receive grain in a few weeks.

Pocahontas, Ia.—The Pocahontas Grain Co. has bot the elvtr. of the Wheeler Grain & Coal Co. and will take possession Oct. 1.

West Side, Ia.—Work on the 22,000-bu. elvtr. of C. W. Payne is progressing rapidly. Up-to-date machinery will be installed.

Des Moines, Ia.—Ludwig Jensen of Estherville is now a member of the cash grain force in the office of Harper & Ward.

Dakota, Ia.—Albert Bull has bot the elvtr. of J. C. Huey, taking possession Sept. 1. N. S. Loeder will be retained as mgr.

Estherville, Ia.—Burglars entered the office of the elvtr. of Anderson & Alberts, Aug. 16 and broke open the safe, taking about \$6.

Auburn, Ia.—We have purchased the business of the Western Elvtr. Co. and will operate under our own name.—Howard & Barry.

State Center, Ia.—The framework on the new elvtr. of the Quaker Oats Co. has been finished and the steel siding is now being put on.

Voorhies, Ia.—Frank Hadacek, formerly employed in the elvtr. of Albert Simonsen at Clutier, is now in charge of the Simonsen Elvtr. here.

Wellsburg, Ia.—The 24x32-ft. addition to the elvtr. of M. H. Tjaden has been completed. It has a capacity of 16,000 bus. and is 34 ft. high.

Clinton, Ia.—J. C. Fenlon and C. S. Fowler have formed a partnership and will operate a hay and grain business under the name of Fenlon & Fowler.

Oakland, Ia.—E. F. Wentz has completed a new office and warehouse, the office being 16x26 ft. with a big vault in the corner and an inner private office.

Kingston, Ia.—I understand that two elvtrs. will be built in this neighborhood at an early date. Farmers will build one and C. K. Ream the other.—C. D. Ping.

Parkersburg, Ia.—Anderson & Lynch have bot the elvtr. of F. J. Turner and will retain Geo. Nicklaus as mgr. The house formerly belonged to C. J. Imholt.

Dougherty, Ia.—Michael Geary will succeed E. E. Ochen as mgr. of the Independent Grain & Lbr. Co., Mr. Ochen having been promoted by the company.

Fort Dodge, Ia.—E. P. Tawney of Storm Lake has succeeded Munson Burdick as correspondent for Lamson Bros. & Co. in this city and will also handle the Storm Lake office.

Estherville, Ia.—Robert Clasby has succeeded Ludwig Jensen as mgr. of the local office of Harper & Ward, Mr. Jensen having been transferred to the main office at Des Moines.

Mason City, Ia.—J. E. Miller of Greene has succeeded B. L. Nutting as correspondent for Lamson Bros. & Co., Mr. Nutting going on the road for them with Sioux City as his headquarters.

Reeves sta., Hampton p. o., Ia.—The Reeves Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators, P. G. Timmerman, G. A. Marken, M. L. Shroyer, Frank Hinton and A. J. Glanville.

Ellsworth, Ia.—The wrecking of the old elvtr. of Reynolds & Rude has been completed and the new elvtr. will be built at once. The Newell Const. Co. has the contract and expects to have the house completed soon after Oct. 1.

Irvington, Ia.—An epidemic of hog cholera in this vicinity has resulted in a large amount of corn that would have been fed, being marketed and the elvtrs. are reported full on account of a car shortage on the C. & N. W. R. R.

Lenox, Ia.—The loss on our elvtr., burned Aug. 26, amounted to \$9,500, and the insurance to \$5,000, leaving a net loss of \$4,500. The loss on grain was \$3,600 and on warehouse and contents \$700, both being fully covered by insurance. We are rebuilding, the new house being 30x40x36 ft. high with a 16x24x26 cupola.—S. E. Wainwright Grain Co. The company has installed a portable steel elvtr. and will use it to load grain until the new house is completed. The new elvtr. will have a capacity of 22,500 bus. and an ear corn crib of 7,500 bus. capacity will also be built. The elvtr. will be covered with steel.



Chariton, Ia.—McKlveen & Eckenberry Co. will build its new elvtr. on the site of the lumber yards of the company, the yards having been moved. Excavations for the new house are well under way and the switch will be laid at an early date. The building will replace the elvtr. burned June 25 and the site of the burned elvtr. will be used as a storage yard.

Cedar Rapids, Ia.—Chas. K. Liquin has resigned as mgr. of the grain dept. of the National Oats Co. and will engage in the grain business at Wilsall, Mont., in the famous Shields River Valley, operating under the name of the Liquin & Williams Co. He is well known to the grain trade here, having bot all the grain at this mill since it was opened by the National company in 1910.

Winthrop, Ia.—The elvtr. of John Reidy was damaged by fire at 3:30 p. m., Sept. 2, when a blaze started by the dripping of gasoline and oil in the waste around the engine spread to the gasoline tank and caused an explosion, the fire communicating to the elvtr. shaft. Hard work saved the building, however, and limited the damage to \$500, but the inside of the house was badly charred.

Keokuk, Ia.—A dust collector in the grading room on the 5th floor of the old building of the Purity Oats Co. exploded at 11:30 p. m., Sept. 11, and set fire to the room, the flames being carried to other parts of the building by the conveyors running to the grading room. The new plant is separated from the old by automatic fire doors and these saved the main plant. The loss amounted to \$60,000, but is fully covered by insurance. The burned part of the plant is being torn down and will be rebuilt at once.

Moulton, Ia.—As an echo of the case of A. C. Croft who was convicted with James and Jim Hendon, who has since died, of burning Croft's Elvtr. on Aug. 18, 1911, and who is serving a prison sentence for arson, the Minneapolis Seed Co. has bot suit against Croft, Wm. Edwards, Chas. Edwards and James Craig, for \$2,267 direct and \$600 exemplary damages. The seed company alleges that it furnished the elvtr. company money to buy timothy seed and that the contract was not fulfilled. An attempt is being made to show that the seed was bot and stored in the elvtr. and later sold to innocent parties, the elvtr. being burned to cover up the fact.

Sioux City, Ia.—A. A. Truax of Mitchell, S. D., has been charged with embezzlement in connection with the re-organization of the Shepherdson Grain Co. in 1910. It has just been learned that Mr. Truax, M. T. Shepherdson, now in Washington, and M. King of this city, were indicted by the grand jury of Woodbury County in March, 1912, but no arrests were made at the time. Mr. Truax was recently arrested at Mitchell, but will fight extradition. He has been released on bonds. Efforts will also be made to bring Shepherdson back from Washington. Mr. King's home is in this city and no trouble is anticipated in his case. Mr. King was not connected with the old company in any way at the time of the reorganization. He says: "This charge against me is entirely without foundation. I sold my entire interest to Truax in 1908 and was not a director at the time of the reorganization." It is alleged that the \$160,000 shortage was used by Truax to pay the debts of the old firm which it is claimed were mainly contracted by Shepherdson thru speculation while in charge of the old company.

## KANSAS.

Axtell, Kan.—D. C. O'Neill has completed his new elvtr.

Gorham, Kan.—W. H. Baxter is now mgr. of the Farmers Grain & Merc. Co.

Clay Center, Kan.—The Snell Mill & Elvtr. Co. has installed a new engine in its plant.

Moray, Kan.—The elvtr. of the John H. Lynds Mill & Elvtr. Co. has been completed.—J. M. Powell, agt.

Burlingame, Kan.—Fred M. Beverly has bot the interest of Mgr. John Gilkeson in the Burlingame Grain & Elvtr. Co.

Hutchinson, Kan.—The elvtr. of Robert Bailey, containing about 500 bus. of grain, burned at 8 p. m., Sept. 12; loss \$4,000.

Cedar Vale, Kan.—The plant of the Cedar Vale Alfalfa Mlg. Co., owned by L. C. Adam Merc. Co., burned Sept. 15, and is a total loss.

Sterling, Kan.—Chris. Forwalder, formerly mgr. of the Farmers Elvtr. Co., has leased the elvtr. of the Kansas Grain Co. at this station.

Seneca, Kan.—E. M. Roop of Everest and L. D. Else of Hollenburg have bot the elvtr. of D. H. Ferguson & Co. and operate as Roop & Else.

Meade, Kan.—The Co-operative Elvtr. & Supply Co. incorporated; capital stock \$10,000; incorporators Ernest A. Kobs, A. H. Borton, Jasper Singley and others.

Galva, Kan.—We will improve and rebuild our elvtr., increasing the capacity from 7,000 to 14,000 bus. Work will be started Oct. 1.—H. A. Small, agt. Colburn Bros.

Kansas City, Kan.—Incorporators of the Katy Grain Co. are Fred L. Bedell and James S. Summers. The new company will operate the plant of the Mammoth Mlg. Co. as the Katy Corn Mill Elvtr. in Rosedale.

Clyde, Kan.—The Clyde Grain & Mlg. Co. has let contract to O. J. Lehrack, for a reinforced concrete elvtr. of 100,000 bus. capacity. Work has been started on the house which will have bins that are rat and waterproof, and it will be up-to-date in every way.

Topeka, Kan.—The Kansas Farmers Seed Wheat Club was organized Sept. 19 to raise money to buy 30,000 to 40,000 bus. of seed wheat for the farmers in 10 western counties of the state where the crop was a failure. It is planned to have the farmers to whom the wheat is loaned, give notes for the value of the wheat received, the notes to be paid Aug. 1, 1914, and to bear 8% interest. The railroads have agreed to carry the seed free of charge in carload lots.

## WICHITA LETTER.

The first new corn to reach this market arrived Sept. 6, consigned to the Geoffray Grain Co., from Anadarko, Okla.

The Red Star Mill & Elvtr. Co. recently bot the property of the Watson Mill Co. and will put it into operation. Extensive improvements will be made and the storage capacity increased.

Two new members of the grain trade have recently arrived at the homes of Henry Bird, traveling representative for Edward Kelly and Mgr. Thomas H. Thomas, of the Orthwein-Matchette Co. G. C. McWethy, of the McCullough Grain Co. also announces a new arrival, a baby girl, at his home.

The grain inspection dept. of the Board of Trade made its last inspection at 3 p. m., Sept. 6, handling 17 cars. The dept. has now been discontinued, Chief Inspector Ross of the state inspection dept., having agreed to make certain changes in the rules of inspection to meet the approval of the grain dealers.

The United States Dept. of Agriculture will be requested by the Board of Trade and other business organizations of the city to improve the service of the local weather buro by adding about 35 towns located in the important grain producing sections of Oklahoma, Texas, Colorado and Kansas to the list.

## KENTUCKY.

Owensboro, Ky.—We have consolidated with the Griffith Elvtr. Co. and will operate under our own name.—Owensboro Grain Co.

## LOUISIANA.

Sidell, La.—A 15,000-bu. elvtr. will be erected by the Sidell Grocery & Grain Co.

Crowley, La.—C. F. Mathews has opened a rice warehouse, occupying the warehouse of Abbott Bros.

Thibodaux, La.—The Percy-Lobell Co. will build an elvtr. and corn shelling plant, the Sou. Pac. Ry. Co. having announced that it could not build the proposed house, but would make a good rate on grain if an elvtr. was erected.

Receipts of grain at New Orleans during August included 2,802,000 bus. of wheat, 160,000 of corn and 201,000 of oats; compared with 730,000 bus. of wheat, 131,000 of corn and 197,000 bus. of oats received during August, 1912. Shipments for the month included 3,975,000 bus. of wheat, 213,000 of corn and 3,800 of oats; compared with 152,000 bus. of wheat, 167,000 of corn and 6,000 of oats shipped in August, 1912.—H. S. Herring, sec'y Board of Trade.

## MARYLAND.

Middletown, Md.—The Peoples Supply Co. is building a 10,000-bu. elvtr. and will equip it with Wolf Co.'s machinery.

Westminster, Md.—Engler & Sponseller are erecting a 25,000-bu. elvtr. and will equip it with machinery from the Wolf Co.

Baltimore, Md.—Gustav Herzer, Jr., member of the Chamber of Commerce and active head of Gustave Herzer & Son, was married Sept. 5 to Miss Sue Bernadine Roddy.

## MICHIGAN.

Ionia, Mich.—Farmers are organizing to build an elvtr.

Kingston, Mich.—The Kingston Grain Co. is building a new office.

Muir, Mich.—A farmers' company is being organized to build an elvtr.

Dryden, Mich.—The Farmers Elvtr. Co. is out of business at this point.

Portland, Mich.—The farmers of this vicinity are organizing an elvtr. company.

Sunfield, Mich.—Paul D. Palmer is a scoop shoveler at this station.—L. A. K.

St. Johns, Mich.—John F. Parr purchased a Hall Signaling Grain Distributor.

North Branch, Mich.—The North Branch Grain Co. has built an addition to its elvtr.

Muskegon, Mich.—Chas. C. Johnson and his son Louis C. Johnson have bot land here and will build a feed mill. They will engage in the wholesale grain business.

Perry, Mich.—H. Starks is building a 20,000-bu. elvtr. to replace the one burned July 6. The equipment includes Clipper Seed and Grain Cleaner, manlift, 44 Clipper Bean Pickers, 2 Giant Pickers, 2 Hall Signaling Grain Distributors, 1 Oxford Polisher, 1 35-h.p., 1 15-h.p. and 1 5-h.p. electric motors. The plant will be ready for operation Oct. 1.

## MINNESOTA.

Clearwater, Minn.—A. L. Hart has leased an elvtr. here.

Webster, Minn.—Farmers are organizing an elvtr. company.

Milan, Minn.—N. H. Holte has installed a gasoline engine in his elvtr.

Kragness, Minn.—Alfred Olson has bot the elvtr. of the Imperial Elvtr. Co.

Hampton, Minn.—The elvtr. of the Farmers Co-operative Co. burned recently.

Mabel, Minn.—P. C. Johnson is pres; and mgr. of our company.—Mabel Elvtr. Co.

Ruthon, Minn.—The Farmers Co-operative Ass'n will install an automatic scale.

Bixby, Minn.—McLaughlin & O'Halloran have painted their elvtr. and warehouse.

Lafayette, Minn.—Wm. Anderson has resigned as buyer for the Gt. Western Grain Co.

Tyler, Minn.—The Farmers Elvtr. Co. is painting its warehouse and machine sheds.—A. C.

Blooming Prairie, Minn.—The elvtr. of the Farmers Elvtr. Co. was recently damaged by a tornado.



Houston, Minn.—M. G. Wilby of Lonsdale is buying grain for the Houston Cooperative Elevtr. Co.

Excelsior, Minn.—Thos. J. Downey, who recently bot an elvtr. at Tyler, N. D., died Sept. 1, from heart trouble.

Winona, Minn.—Meetings are being held by the farmers to discuss the organization of a farmers elvtr. company.

Chokio, Minn.—The recently organized Chokio Equity Exchange has bot the elvtr. of M. J. Mahoney for \$3,000.

Sanborn, Minn.—The elvtr. of the Bingham Bros. Grain Co. at this station will be reopened with G. E. Wells as mgr.

Darfur, Minn.—John Schulte will be second man at the Farmers Elevtr. for the winter. He is a brother of Mgr. Schulte.

Traverse, Minn.—The recently organized Farmers Elevtr. Co. has bot the two elvtrs. of the Reliance Elevtr. Co. at this station.

Evansville, Minn.—The Northwestern Elevtr. Co. has leased the elvtr. of the Farmers Elevtr. Co. recently leased by J. J. Davidson.

Hope, Minn.—The elvtr. of the Speltz Grain & Coal Co. is being repaired and new machinery, including a gas engine, is being installed.

Glenwood, Minn.—O. Johnson has succeeded me as mgr. of the Osborne-McMillan Elevtr. Co.—N. E. Barsness, mgr. Farmers Elevtr. Co., Farwell.

Arco, Minn.—The elvtr. of the Sleepy Eye Mfg. Co. has been leased by the Farmers Elevtr. Co. and J. F. Kruger is painting his elvtr. at this station.

Rustad, Minn.—The Farmers Elevtr. & Trading Co. incorporated; capital stock \$10,000; incorporators M. O. Valan, Even Corneliussen, Sam Rustad and others.

Mahnomen, Minn.—Officers of the recently organized Mahnomen Elevtr. Co. are J. J. Vorachek, pres., A. L. Thompson, treas., and myself sec'y-mgr.—J. M. Sluke.

Farwell, Minn.—I have succeeded C. F. Jacobson as mgr. for the Farmers Elevtr. Co. at this point.—N. E. Barsness, formerly mgr. Osborne-McMillan Elevtr. Co., Glenwood.

Myrtle, Minn.—The Farmers Elevtr. Co. incorporated; capital stock \$15,000; incorporators and officers Peter Nelsen, pres., Chas. Funfar, vice-pres. and E. E. Dunn, sec'y. and treas.

Grand Meadows, Minn.—We have had a very successful year, paying a dividend of 10% on the capital stock and a per cent on the grain marketed.—E. G. Ely, mgr. Farmers Elevtr. Co.

Luverne, Minn.—Sam Foight succeeded C. E. Dugan as mgr. of the Farmers Elevtr. Co. instead of James McGraff, as reported, Mr. McGraff being mgr. of the Farmers Elevtr. Co. at Ostrander.

Cokato, Minn.—The Cokato Elevtr. Co. contemplates the installation of a dump scale. Officers of the company are S. J. Swanson, pres., Frank Swanson, treas. and Gust. P. Olson, sec'y.

Porter, Minn.—The elvtr. of the Western Elevtr. Co. is closed for the season. Zelmer Larson is now mgr. for the Farmers Grain & Supply Co.—H. W. Speight, agt. Eagle Roller Mill Co.

Sacred Heart, Minn.—The Miller Elevtr. Co. has installed motors and will operate by electricity in future. The old engine house was torn down to make room for a new office.—Eliason Grain Co.

Comstock, Minn.—Many farmers recently signed a petition requesting the state railway commission to reduce the rate on grain from this station to Minneapolis. The present rate is 10½¢ and the petitioners ask for a flat rate of 10¢.

Renville, Minn.—A. Rudolph Holmberg, mgr. of the Farmers Elevtr. Co., while adjusting a belt on a pulley in the elvtr., caught his foot between the belt and the pulley and was twisted around the shaft. When the machinery was stopped he fell a distance of 15 ft. to the floor. His leg is broken in 3 places and he is badly bruised and injured.

Graceville, Minn.—We have discontinued operating the elvtr. of the Cargill Elevtr. Co. which we leased and it is now under the management of Jerry Sheehan, agt. for that company. Paul M. Mahoney, junior member of our firm, has gone to Alberta, Canada, and is buying for the National Elevtr. Co. and I am buying for the Monarch Elevtr. Co. at this station.—M. T. Mahoney, of Mahoney & Son.

Campbell, Minn.—The report that Ed. Erickson is now mgr. of the Farmers Elevtr. Co. here is entirely erroneous. I am mgr. and have been for the past 7 years. We are still on the job and have shipped 100 cars in the last 30 days and have the house nearly full now. We have taken in from 75 to 131 loads per day with an average for 16 days of 100 loads per day.—J. J. McIntyre, mgr. Farmers Elevtr. Co.

#### DULUTH LETTER.

The elvtrs. at this market specializing in barley were recently filled and considerable congestion existed owing to a heavy run of the grain. It was sold upon the agreement that the demurrage should not exceed 5 days.

The following have been recently admitted to membership in the Board of Trade: B. V. Loosemore, J. C. Miller, W. N. Totman and Geo. F. Foster. The memberships of J. J. Quinn, Henry F. Douglas and C. H. Sunderland have been withdrawn.—Chas. F. Macdonald, sec'y.

Receipts of grain at this market from Aug. 1 to Sept. 6 aggregated 6,817,133 bus. of grain, compared with 3,669,448 bus. for the same period in 1911-12, being almost double for the present year. Shipments for the same period were 9,738,276 bus., compared with 3,235,708 bus. shipped in the corresponding period of 1911-12, being over 3 times the amount shipped last year.

Receipts of grain at Duluth during August included 1,319,624 bus. of wheat, 2,694 of corn, 833,484 of oats, 820,162 of barley and 318,219 bus. of rye; compared with 538,029 bus. of wheat, no corn, 82,196 of oats, 311,392 of barley and 168,751 bus. of rye received during August, 1912. Shipments for the month included 3,438,234 bus. of wheat, 10,848 of corn, 1,436,802 of oats, 456,441 of barley and 257,133 bus. of rye; compared with 2,116,861 bus. of wheat, no corn, 69,580 of oats, 14,744 of barley and 93,068 bus. of rye shipped during August, 1912.—Chas. F. Macdonald, sec'y. Board of Trade.

#### MINNEAPOLIS LETTER.

The Keystone Grain Co. has moved its offices to the Chamber of Commerce Bldg. Hennessey & Murphy have moved into larger quarters in the Flour Exchange Bldg.

The Pillsbury Elevtr. operated by the Andrews Grain Co. and the Mississippi Elevtr. operated by the Banner Grain Co. have been declared regular.

The state board of grain appeals has established a "sample grade" which applies to grain that is mixed to such an extent that it cannot be admitted to any specific grade and includes wheat and coarse grains.

The Twin City Trading Co. will install electric motors in place of steam power. Motors of 500 aggregate horse power will be put in at present and 1,500 additional horse power of motors when the new elvtrs. are built.

W. B. Mohler recently bot suit against the Chamber of Commerce asking that it be restrained from selling his membership in the exchange to satisfy a claim of the E. L. Welch Co. against him growing out of a transaction fully reported on page 357 of the Sept. 10 number of the Journal. On Sept. 16, a temporary injunction was issued restraining the exchange from selling the membership until the suit brot to annul the alleged debt is decided in the district courts. The membership is not to be used in the interim, however, Mr. Mohler furnishing a bond to guarantee any depreciation in the membership should he lose his suit.

The revenue from the special grain tax of this state, better known as the bushel tax, will amount to \$47,418.88 for this year, a gain of \$12,359.32 over 1912, when the tax receipts amounted to \$35,059.56, a total of 240,427,302 bus. of grain being taxable this year. The tax com's'n estimated that 138,923,761 bus. of wheat and flax and 101,503,541 bus. of coarse grains will come under the provisions of the tax, 1,507 elvtrs. being under the special jurisdiction of the com's'n for 1913. The bushel tax was devised as a means of taxing grain in public elvtrs. It was apparent to the taxing officials that to impose a personal property tax on all grain in elvtrs. May 1 was unjust, for only those who had grain in elvtrs. on that day would be taxed and others would escape.

The following memberships in the Chamber of Commerce have been transferred: From W. F. Hyde to W. E. Mereness; M. H. Woodward to R. Woodward; H. S. Bliss to D. M. Baldwin, Jr.; John Hokanson to Harry E. Pence, and the following requests for transfers have been made: From H. S. Melm to C. W. Peterson; Ray G. Sims to Paul G. Sukey, Jr.; A. E. Martin to M. M. McCabe; A. S. Boulton to H. J. Bates; E. L. Welch to L. M. Abbey. Traveling representative licenses have been issued to S. I. Miller and B. J. Wolf to represent Kellogg Commission Co.; and to F. R. Betkey to represent The P. B. Mann Co. Application for traveling representative licenses have been received from Ernest Toupin to represent Becher & LaBrie; A. G. Tanton to represent Getchell-Tanton Co.; Fred Halberg to represent Johnson & Olson Grain Co.; Julius R. Krueger to represent H. Poehler Co.; Theo. H. Turhune to represent Brown Grain Co.; A. D. Neur to represent The P. B. Mann Co.; Geo. W. Scheid to represent Kellogg Commission Co.; Herman O. Foss to represent Atwood-Larson Co.; T. R. Barrett to represent John McLeod Co.; D. McTavish to represent Keystone Grain Co.; A. E. Anderson to represent Stair, Christensen & Timmerman.

#### MISSOURI.

Carthage, Mo.—The McDaniel Mfg. Co. has increased its capital stock from \$50,000 to \$100,000.

Rushville, Mo.—The elvtr. and mill of the Lash Mill & Elevtr. Co. burned at noon, Sept. 11; loss, \$8,000; insurance, \$4,300.

Centertown, Mo.—W. H. Chambers and C. H. Rogers have bot the elvtr. of the Centertown Mfg. Co. and will operate as Chambers & Rogers.

Jamesport, Mo.—We are building a 10,000-bu. elvtr. on the C. R. I. & P. R. R. and will install new machinery.—Musselman Grain & Stock Co.

Tebbetts, Mo.—W. R. Hord, cashier of the local bank, has bot the property of the Tebbetts Mill & Elevtr. Co. and as soon as the plant is overhauled it will be put into operation by a company at Fulton for whom Mr. Hord is acting.

#### KANSAS CITY LETTER.

R. J. House & Co. have won the suit against them by the Southwest National Bank to recover \$640 paid to R. S. Carr, doing business as the Dixie Grain Co., the Kansas City Court of Appeals affirming the decision of the Circuit Court of Jackson County. Nine days after his account was opened he had a balance in his favor of \$2,009.50, gave a check for \$1,040 to meet a sight draft on the Dixie Grain Co. received that morning by the bank, afterwards on the same morning depositing a check for \$5,240 drawn by R. J. House & Co. on the Western Exchange Bank, immediately thereafter presenting a check at the paying teller's window payable to himself for \$1,610, and absconding. When plaintiff bank requested certification the Western Exchange Bank refused, the check having been obtained from R. J. House & Co. by fraud. Judge Ellison held that the bank should have waited until after the \$5,240 check had been certified before paying Carr.



Henry Stephens, member of the Board of Trade, died Sept. 8. of cancer of the stomach, at the age of 62. Mr. Stephens lived at Lake City, Mo.

Finley Barrell, a former member of the Board of Trade, has bot the membership of Donald Moffatt for \$3,700, which includes the transfer fee of \$500, and will again be active at this market.

Geo. H. Ross, chief inspector of the Kansas State Grain Inspection Dept., will visit this market with a view of discussing the inspection question with the officials of the Board of Trade. Mr. Ross, having knocked out private inspection at Wichita, will endeavor to show shippers at this market wherein they are wrong in refusing state inspection of grain at Kansas City, Kan. He says that if the Kansas City Board of Trade persists in sending inspectors across the state line, taking samples and carrying them into Missouri to be inspected, thereby depriving the state treasury of from \$33,000 to \$40,000 a year, a proclamation will be issued calling on all Kansas shippers of grain to have their shipments inspected by Kansas inspectors in Kansas.

## ST. LOUIS LETTER.

O. W. Cash, R. P. Thompson and R. B. Hendershot have been admitted to membership in the Merchants Exchange and the memberships of J. N. Stegall, J. D. Perry Francis, and Henry C. Goebel have been transferred.—Eugene Smith, sec'y.

Mayor Kiel is considering the appointment of a city hay inspector, following the appointment of a com'te by Pres. Messmore of the Merchants Exchange to investigate the quality of hay sold to the city, complaints having been made that it was not up to contract.

State Auditor Gordon, recently requested Attorney General Baker to bring suit against the Schreiner Grain Co. and the Bert H. Lang Co., both members of the Merchants Exchange, to compel them to comply with the state law requiring a 25c stamp on every transaction in options and futures. The law requiring the use of the stamps was passed in 1907 and after a strenuous legal battle was declared constitutional by the U. S. Supreme Court. Auditor Gordon alleged that for the last 3 years members of the exchange had practically ignored the law and refuse to obey it, and that he had found transactions as late as August where stamps were not used. Ass't Prosecuting Attorney Wilson refused to issue the requested warrants and took the charges under advisement, asking Auditor Gordon to submit the result of his investigations in writing. The action of the state officials was unwarranted as the lack of stamps on the memorandums was due to the fact that the office force of the two firms were crippled by vacation time, and the memorandums were allowed to accumulate for a few days. The penalty for failure to comply with the law is a fine of from \$50 to \$1,000 or a prison term not exceeding one year or both. The St. Louis Clearing House has adopted a rule requiring all houses clearing thru it, to report on the tax stamps used on options and future sales each day. All firms that fail to comply with the rule will be expelled from the organization and reported to the state auditor.

## MONTANA.

Hingham, Mont.—The Farmers Elvtr. Co. is building an elvtr.

Missoula, Mont.—The Missoula Merc. Co. is building a 60,000-bu. elvtr.

Beaverton, Mont.—The elvtr. of the Culien Elvtr. Co. has been completed.

Columbus, Mont.—A. L. Thomas and L. Doane, of Dixon, have bot the elvtr. of the Lytle Elvtr. Co.

Brady, Mont.—The Rocky Mountain Elvtr. Co. has bot the elvtr. of the Winter-Truesdell Ames Co.

Grass Range, Mont.—The Montana Elvtr. Co. will build an elvtr. at this point as soon as a site is secured.

Malta, Mont.—The Imperial Elvtr. Co. is building new elvtrs. here and at Slater sta., Malta p. o.—L. W. Pease, Saco.

Judith Gap, Mont.—L. D. Wait, of Wait & Dana, Armour, S. D., contemplates the erection of a line of elvtrs. in this part of the country.

Glendive, Mont.—The Occident Elvtr. Co. has bot the elvtr. of the Farmers Elvtr. Co. from C. B. Schain, mgr. and principal stockholder. A. Argall will be mgr.

Savoy, Mont.—I am now agt. for the St. Anthony & Dakota Elvtr. Co. here, having resigned my position as agt. for them at Revere, N. D.—A. J. Cain.

Bainville, Mont.—The Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators Wm. F. Rhea, Jess Peterson, Chas. Johnson and Chas. J. Menhard.

Plentywood, Mont.—The elvtr. now under construction by the Farmers Grain & Merc. Co. of this place, is located at Outlook and will be operated as a branch house.

Lakeside, Mont.—The Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators Wm. Prandall, Andrew J. Allen, Ed. J. Cody, Rich. H. Sweet and Luke D. Sweetman.

Dooley, no. p. o., Mont.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators A. Weland, W. D. Dooley, D. G. Munson, C. G. Epler of Plentywood and J. Weland.

Roberts, Mont.—The Roberts Elvtr. Co. incorporated; capital stock \$20,000; incorporators D. C. O'Shea, Albert Budes, F. E. Clark of Red Lodge, and J. C. Abrahamson and C. B. Hudson of this city.

Ravalli, Mont.—The elvtr. warehouse and lumber yards of the Beckwith Merc. Co. burned at 3:30 a. m., Sept. 16. A warehouse of Stanley Searce also burned and the total loss is placed at \$35,000.

Homestead, Mont.—The Victoria Elvtr. Co. is rebuilding the elvtr. burned July 23 which contained 12,000 bus. of grain. The new house will have a capacity of 30,000 bus. The farmers have decided not to build yet on account of poor crops.—H. C. Fraley, agt. Montana & Dakota Grain Co.

Helena, Mont.—The State Grain Com'n met in this city Aug. 26 and established "Montana Grades," effective Sept. 5. The new grades follow closely the grades recently adopted in Minnesota, eliminating the corn grades and designating the "hard winter wheat" grades as "Hard Montana" wheat.

Butte, Mont.—It is a good sign of the times to see elvtrs. rising in so many towns. From Forsyth east, there are many new elvtrs. being constructed, and a great many have just been completed. While the railroads are pretty well crowded to take care of the wheat there has been no shortage of cars reported to us as yet, but of course the crop is only one-fourth thrashed. During the next week a tremendous amount of grain will be moved in Montana.—E. A. Morley, member of state railroad commission.

## NEBRASKA.

Sprague, Neb.—The Farmers Elvtr. Co. will erect a new elvtr.

Wallace, Neb.—We have succeeded Kenney & Walters.—Kenney & Co.

Edholm, Neb.—Arthur Meredith has succeeded F. F. Loomis as mgr. of the Edholm Grain Co.

Beatrice, Neb.—C. O. Garrison has bot the elvtr. of Chas. A. Lewis, which has been operated by H. H. Norcross, who sold it to Lewis.

Homer, Neb.—The Farmers Exchange has been organized by C. J. O'Connor, G. R. Rockwell and F. J. Ochander. The capital stock is \$50,000.

Sholes, Neb.—Farmers are interested in the organization of an elvtr. company to buy the elvtr. of the Saunders-Westrand Co., which was recently sold to Brandon & Jackson.

Ponca, Neb.—I have bot the elvtrs. of the Saunders-Westrand Co. at Belden, Laurel, Waterbury and Jackson and have retained the former agts. to operate them. My headquarters and office will continue to be at this point.—John McQuillen.

Lyons, Neb.—Having sold one of its elvtrs. to the Farmers Grain Co. and the other to P. Heintzelman, the Nebraska Improvement Co. has gone out of business. We will not enlarge our elvtr. at present.—F. J. Miller, mgr. Farmers Grain Co.

Palmyra, Neb.—The loss on our elvtr. burned Aug. 31 was \$2,000; insurance 1,600. The elvtr. contained 3,075 bus. of wheat which was fully insured. As we have another elvtr. that we bot from the Lincoln Grain Co. about 2 years ago, and it is in the best of condition, it will be all the elvtr. we need at present and we will not rebuild. We may engage in the coal business if we can secure a site from the Ry. company.—H. F. Harman, mgr. Farmers Elvtr. Co.

Nebraska City, Neb.—A combined terminal and country elvtr. of 10,000 bus. capacity will be erected on the Mo. Pac. R. R. by the Bartling Grain Co. to replace the house burned Sept. 2. The elvtr. will be built, so that it can be enlarged at any time and will be equipped with a gasoline engine and the usual elvtr. machinery. G. H. Birchard has the contract. The ruins of the old elvtr. burst into flames Sept. 7 and for a time threatened to spread to surrounding property.

## NEW ENGLAND.

Bloomfield, Conn.—W. C. Everett has engaged in the grain business.

Warren, R. I.—The John D. Peck Co. has completed the improvements in its plant.

Boston, Mass.—The plant of W. T. McLaughlin Co., dealers in grain and hay, burned Sept. 8; loss \$1,500.

Westfield, Mass.—Work has been started on the new plant of the Cutler Grain Co. which will include an elvtr.

Boston, Mass.—John Doon, member of the Chamber of Commerce and well known to the grain trade, died at his home in Worcester, Sept. 5.

Bellows Falls, Vt.—W. L. Ware & Co. are building an addition to their plant and enlarging their storage room. A new corn crusher will also be installed.

Lynn, Mass.—The hay and grain sheds of John F. Hunt, containing \$5,000 worth of stock, burned Sept. 9; loss \$28,000; insurance \$24,000. Tramps are blamed for the blaze. The building was 23 years old and burned like tinder.

Nashua, N. H.—Gilman G. Shattuck of the old firm of Shattuck & Hall, died Sept. 8, at the age of 79. As soon as he had finished school Mr. Shattuck entered the grain trade with his father and later formed a partnership with Wm. Hall, retiring in 1886.

## NEW YORK.

Norwich, N. Y.—H. O. Hale has about completed plans for an elvtr. on the D. L. & W. tracks.

Buffalo, N. Y.—Geo. E. Pierce has been elected chairman of the transportation com'te of the Chamber of Commerce.

Brooklyn, N. Y.—Walter F. Shotwell, for 20 years with Thos. Morgan, died recently of erysipelas. Mr. Shotwell had been identified with the hay and grain trade of New York City for over 30 years, having been in business for himself before going to the Morgan company.

New York, N. Y.—New rules for grading corn, macaroni wheat, hard winter wheat and feeding barley were adopted Sept. 17 at a meeting of the grain trade held in the directors' room of the Produce Exchange, and are published elsewhere in this number of the Journal.

Portlandville, N. Y.—The Hathaway Mfg. Co. incorporated to manufacture and deal in all kinds of grain and agricultural products; capital stock, \$10,000; incorporators, Horace H. Hathaway, Earl P. Alpin and Harriet A. and Virginia N. Hathaway. The offices of the company will be at Binghamton and the plant in this city.



New York, N. Y.—M. H. Herman, who has been with J. M. Rueter of Elizabeth, N. J., for years, has made application for membership in the New York Produce Exchange and will open an office in Elizabeth to do a general grain and feed business.

Buffalo, N. Y.—The weighing room of the Wheeler Elvtr. Co. recently caught fire when sparks were carried to the roof of the building from the burning warehouse of the Knowlton Co. The elvtr. is of concrete construction and escaped destruction.

New York, N. Y.—Ira Harris, who had been identified with Clark & Allen for the last 40 years, being supt. of the company's elvtr. for 20 years, died recently from an attack of acute indigestion, at the age of 69.

Buffalo, N. Y.—Arguments in the suit of the Chicago Board of Trade against Henry C. and Geo. W. Tucker for alleged violation of an injunction prohibiting them from using quotations of the board, were recently heard by Judge Hazel.

Albany, N. Y.—The State Commissioner of Agriculture has recently ruled that grain commission merchants come under the Statute of 1913 requiring all dealers in farm produce to have a license. Full particulars of the law will be found on page 226 of the Feb. 10 number of the Journal.

New York, N. Y.—The future of the oats trade is decidedly uncertain, and many buyers are waiting, so the holders of local stocks are becoming restless. Canadian oats have been offered in large amounts at low prices, and the enactment of the tariff bill this year will very likely result in large importations. The corn market is in about the same condition. Argentine corn is being offered liberally, and some has already been taken, but it will be imported at South Atlantic ports, and brot north by rail, as up to the present writing New York has no marine leg.

## NORTH DAKOTA.

Portland, N. D.—The elvtr. of the Duluth Elvtr. Co. has been repaired.

Beulah sta., Mandan, N. D.—Efforts are being made to establish an elvtr. company.

Beach, N. D.—Egan Bros. have bot the elvtr. of A. H. Lytle and M. C. Egan is mgr.

Gascoyne, N. D.—I am now agt. for the Western Lbr. & Grain Co.—Jacob Deutscher.

Windsor, N. D.—Farmers are interested in the organization of an elvtr. company at this point.

Hannaford, N. D.—Work has been started on the foundations of the elvtr. of Ely-Salyards Co.

Geneseo, N. D.—The elvtr. of the Thorpe Elvtr. Co. has been equipped with a Fairbanks Engine.

Denhoff, N. D.—Fred Albrecht & Sons have sold their elvtr. and are out of the grain business.

Valley City, N. D.—I am not working for the Occident Elvtr. Co. at this station.—Eben H. Schwartz.

Conway, N. D.—We have repaired our elvtr. and will paint it.—Wences V. Houdek, agt. Pisek Grain Co.

Vashti sta., Pingree p. o., N. D.—A. R. Thompson has opened the elvtr. of the Star Elvtr. Co. at this point.

Guelph, N. D.—Robert Smith is agt. for the Marshall-McCartney Co. which recently bot the elvtr. of R. S. Hardin.

Colgan, N. D.—The recently incorporated Farmers Elvtr. Co. is building an elvtr. The Grain Elvtr. Constr. Co. has the contract.

Clements ville, no p. o., N. D.—This station is a new town, 7 miles from Spiritwood. An elvtr. will be built here at an early date.

Pleasant Lake, N. D.—I am not in the grain trade at present.—Chas. E. Markley, formerly agt. for the St. Anthony & Dakota Elvtr. Co.

Garrison, N. D.—I am now located at this station.—Ed. Jorgensen, formerly agt J. J. Mullaney at Chatsworth, Ia.

Carrington, N. D.—Repairs have been made on the elvtr. of T. H. Cousins, a new foundation having been put under it.

Mose, N. D.—The Monarch Elvtr. Co. has bot the elvtr. of the Mose Elvtr. Co. and has put it into operation.—H. Aarestad.

Oberon, N. D.—S. T. Montgomery has succeeded M. D. O'Neill as agt. for the Monarch Elvtr. Co.—L. H. Palmer, agt. Powers Elvtr. Co.

Burt, N. D.—The Burt Equity Exchange will not build an elvtr. this year, but will erect a one story building and put up the elvtr. next season.

Crarv, N. D.—The elvtr. of the Duluth Elvtr. Co. wrecked by a Gt. Nor. train on Aug. 19 is being torn down and a new house will be built at once.

Peters Siding, Burnstad p. o., N. D.—The W. M. Noddings Grain Co. of Napoleon has built an elvtr. at this station.—G. G. Scheeler, mgr. Napoleon Grain Co., Napoleon.

Addison, N. D.—O. V. Lehman, former mgr. for the Heising Grain Co. at Maza, is now mgr. for the Farmers Elvtr. Co. at this point.—O. J. Hanson, agt. St. Anthony & Dakota Elvtr. Co., Maza.

Fullerton, N. D.—The Marshall-McCartney Elvtr. Co. has built an annex to its elvtr. increasing its capacity 10,000 bus. An automatic scale is also being installed.—C. E. Persinger, mgr. Minnekota Elvtr. Co.

Mott, N. D.—F. W. Haas, formerly mgr. of the Columbia Elvtr. Co. at New England, has been transferred to the elvtr. at this station. It has been closed since June, but is now being put into shape to handle the crops.

Sydney sta., Edgeley p. o., N. D.—The Winter-Truesdell-Ames Co. has secured a site and will build a 35,000-bu. elvtr. W. L. Dean will be mgr. for the company and until the elvtr. is finished will buy grain on track.

Maza, N. D.—S. O. Lasle has succeeded O. V. Lehman as mgr. of the Heising Grain Co., Mr. Lehman resigning to take charge of the Farmers Elvtr. Co. at Addison.—O. J. Hanson, agt. St. Anthony & Dakota Elvtr. Co.

Kramer, N. D.—Edwin Asker, a grain dealer, was thrown from a wagon Sept. 17 and suffered a fractured skull. His recovery is said to be doubtful. The team became frightened by the accidental discharge of a gun and ran away.

Avilla, N. D.—The report that a new elvtr. was to be built at this station is untrue. The Farmers Elvtr. Co. writes: Don't think there is anything in the report as there is one idle elvtr. here now that has not been operated for some time.

Sterling, N. D.—I resigned as mgr. of the Bismarck Elvtr. & Investment Co. at Deapolis, and have succeeded E. S. Stone as mgr. of the Powers Elvtr. Co. at this station.—Louis Krueger. Mr. Stone has gone to Leeds to take up other elvtr. work.

Revere, N. D.—I have built a large warehouse at this station and will erect a 40,000-bu. elvtr. as soon as I can get a contractor and the material on the ground. Will put in a cleaner and have an up-to-date house.—C. C. Cate, now of Hannaford, formerly at Bentley.

Kramer, N. D.—Wm. Honadel, who stated in this column Sept. 10 that he was "out of the grain business" on his own account, is still agt. for the Woodworth Elvtr. Co. The company writes: In 1912 we bot the elvtr. of Wm. Honadel, who had been operating it for himself, and installed him as agt. He is still our agt.

Fordville, N. D.—The report that the elvtr. of the Woodworth Elvtr. Co. at this station was sold to Haug & Solberg last July is untrue. The Woodworth Elvtr. Co. is still in business at this point and J. P. Ryan has succeeded me as mgr. for the company.—J. M. Sluke, sec'y and mgr. Mahnomen Elvtr. Co., Mahnomen, Minn.

Flasher, N. D.—The recently incorporated Flasher Grain Co. has succeeded the Farmers Elvtr. Co. and has completed a 50,000-bu. elvtr. to replace the house burned July 15. L. Buege had the contract for the work. Center & Bollmeyer, who leased the elvtr. at the time of the fire, are out of the grain business at present.—Wm. Haller, mgr. Flasher Grain Co.

Hettinger, N. D.—The loss on the elvtr. of Maddock & Kain, which burned Sept. 1, amounted to \$15,000, and insurance, \$11,000. The elvtr. contained 12,000 bus. of grain. The fire started in the engine room of the Hettinger Mlg. Co.'s mill and spread to the elvtr. The books and records of the grain company were saved and on Sept. 4 the company bot the elvtr. of the John Hokanson Grain Co. and opened for business Sept. 11.

## OHIO.

Wickliffe, O.—The Wickliffe Supply Co. will build a small elvtr.

Bryan, O.—Chas. Moog will build an elvtr. and hay barn at this station.

Degraff, O.—Frank Felger, formerly in the grain business at this point, is now in Calgary, Alta.

West Jefferson, O.—I will build an elvtr. and will install new machinery thruout.—John Murray.

Anna, O.—A new Fairbanks Wagon Scale is being installed in the elvtr. of Finkenlein & Manning.

Perrysburg, O.—The office of the C. L. Maddy Co. was recently entered by burglars and the safe broken open.

Mingo, O.—Howard Townsend has bot back the elvtr. which he sold some time ago to James Mabry and is now in possession.

Cleveland, O.—Robert M. Henshillwood has succeeded Forest A. Graves as mgr. of the branch office of Finley Barrell & Co.

Ottawa, O.—Jos. Hermiller died recently of typhoid fever. He was 68 years old and had been in the grain business for 30 years.

Canton, O.—J. C. Neely has bot the interests of E. S. Farrell in the Neely-Farrell Feed Co. and with Harry Jones will incorporate the company with a capital stock of \$100,000.

Canal Winchester, O.—The elvtr. of D. F. Taylor has been repaired and a new office built. New equipment includes a wheat dump and scales.—C. P. Bauman, mgr. Winchester Mlg. Co.

Lima, O.—The annual meeting of the Tri State Grain Producers & Dealers Ass'n will open at 9:30 a. m., Oct. 10. The afternoon session will begin at 1 p. m. and a banquet will be held at 6 p. m. Headquarters will be at the Lima Club. Officers for the ensuing year will be elected.

St. Paris, O.—Jesse Lewis will continue to manage the elvtr. of Duncan & Son, recently sold to the Lock Two Grain & Mlg. Co. John Myers of Myers & Bentzel has bot the elvtr. known as the McMorran Bros. Elvtr. owned by Mrs. Emma A. Brecount of St. Marys and leased to the Lock Two Grain & Mlg. Co., who will continue to operate it until Jan. 1, 1914, when Mr. Myers will take possession.—Grant McMorran.

## CINCINNATI LETTER.

Parker K. Gale, formerly of Stafford & Gale, has resigned and will open an office, operating as the P. K. Gale Grain Co.

The teamsters' strike has been settled and the grain trade has been relieved of the inconveniences and annoyances caused by the lack of drivers.

Herman Behrens, indicted for embezzling \$300 from the Union Hay & Grain Co. of this city, recently pleaded guilty and was given a suspended sentence.

C. S. Custer will be mgr. for the Cleveland Grain Co. in this city, the office being in the new Union Central Life Bldg. The company will install modern driers and bleachers in the Big 4 Elvtr. which it recently leased.



Beginning Sept. 19, receipts and shipments at this market were included in the list of the primary markets officially reported by the Chicago Board of Trade.

We have succeeded Stafford & Gale and F. K. Gale is no longer with us. Harry Niemeler, formerly with the Cincinnati Grain Co., is now associated with us and we will open an office in the Union Central Bldg.—J. P. Stafford, of Stafford Grain Co.

A sample of Argentine corn was recently shown on 'Change by the Union Hay & Grain Co. This is the first time that corn from Argentine has been put on sale at this market. About 20,000 bus. of the corn will be handled by the firm. It is said to be excellent grain. Dan Granger of the firm says that the scarcity of corn in this market has brot about the step.—S.

The Hay & Grain Exchange of the Chamber of Commerce informally discussed the government's rules for the standardization of corn grades, at a banquet held Sept. 18, at the Grand Hotel. A com'ite was appointed to investigate the raising of commissions on corn and it was also recommended that every effort be put forth by the members of the exchange to secure the 1914 convention of the Grain Dealers National Ass'n for Cincinnati.—S.

## OKLAHOMA.

Perry, Okla.—I am out of the grain business.—Philip Sunfield.

Strong City, Okla.—The L. B. Grant Lbr. Co. will build an elvtr.

Alex, Okla.—M. H. Smith has bot the elvtr. of the Moore Grain Co. at this station.

Eagle City, Okla.—I have sold my elvtr. to the Chalfant-Nelson Grain Co. of Clinton.—S. C. Masters.

Grandfield, Okla.—The Grandfield Elvtr. Co. is installing a 15-h.p. Fairbanks-Morse Engine in its elvtr.

Piedmont, Okla.—Martin Luscher will install a complete equipment of corn shelling machinery in his elvtr.

Muskogee, Okla.—I am now devoting my time to the hay business and am not active in the grain trade.—H. Waldo.

Peckham, Okla.—The elvtrs. at this station are not in use this year; no grain to ship.—W. E. Rollins, successors to the Peckham Grain Co.

Muskogee, Okla.—The Central Grain Com's'n Co. incorporated; capital stock \$6,000; incorporators John Hargrove, H. C. Sullivan and C. J. Wallace.

Durant, Okla.—The Durant Grain Co. incorporated; capital stock \$10,000; incorporators W. F. Pendleton, E. W. Stewart, W. P. Stewart, Jas. R. McKinney and B. A. McKinney.

## OREGON.

Portland, Ore.—The California & Oregon Grain & Elvtr. Co. will repair its warehouse and dock.

Baker, Ore.—Chas. B. Stout, one of the organizers and founders of the Baker Mill & Grain Co., has sold his interests and will go to Astoria, where he will build a mill and engage in the milling business.

## PENNSYLVANIA.

St. Peter, Pa.—D. J. Kramer may build a small elvtr.—B. F. Kurtz, Joanna.

Glenmoore, Pa.—David Byerly will build a small wheat elvtr.—B. F. Kurtz, Joanna.

Philadelphia, Pa.—Wm. B. Stites has applied for membership in the Commercial Exchange.

Morgantown, Pa.—Daniel Hartz, prop. of the Morgantown Mills contemplates building an elvtr. near his mill.—B. F. Kurtz, Joanna.

## SOUTH DAKOTA.

Waubay, S. D.—I. W. Kutil is now mgr. of the Farmers Grain & Fuel Co.

Underwood sta., New Underwood p. o., S. D.—The elvtr. of Tom Libertin burned recently; loss \$7,000.

Wakonda, S. D.—R. H. Babb is mgr. of our company and is in charge of the elvtr. recently purchased from the Perry Elvtr. Co.—Babb Elvtr. Co.

Canton, S. D.—The Farmers Elvtr. Co. bot the elvtr. of the A. A. Truax Grain Co., July 1 and now operates two elvtrs.—H. A. Reed, agt. Dakota Grain Co.

Yale, S. D.—The recently organized Farmers Elvtr. Co. will build a 35,000-bu. cribbed elvtr. with a large annex. Work on the foundations has been started.—F. A. Trumm, mgr. Farmers Elvtr. Co.

White, S. D.—The elvtr. men at this station made the first complaint of the season, Sept. 17, of lack of cars for grain shipment, claiming that they had over 100 carloads of grain on hand and no cars.

Zell, S. D.—Henry Arends, formerly agt. for the Atlas Elvtr. Co., recently pleaded guilty to the charge of embezzlement of \$1,300 of the elvtr. company's money while he was agt. and was sentenced to a year of hard labor.

Aberdeen, S. D.—The report that E. G. Anderson, prop. of the Aberdeen Elvtr. Co., was recently killed at Ortonville, Minn., is untrue. C. W. Freeman, of the Freeman-Bain Co. of Aberdeen writes: While it is true that E. G. Anderson, prop. of the Anderson Elvtr. Co. met with an accident at Ortonville, Minn., he was not killed, but lost his left hand which had to be amputated just a little above the wrist. We are very much pleased to advise that Mr. Anderson is still alive and is getting along nicely.

Yankton, S. D.—The elvtr. of the Atlas Elvtr. Co., together with the annex, coal sheds, corn cribs, engine room, office and 5,000 bus. of oats and some wheat, burned at midnight, Sept. 16; loss \$10,000; partially covered by insurance. At 11 p. m. a small fire, evidently of incendiary origin, was discovered in a shed belonging to another elvtr. company, across the alley from the Atlas house, but it was put out. A short time later the same kind of a blaze was located in the corn cribs of the Atlas company, but it had gained such headway that nothing could be done to save the plant. The elvtr. of H. DeCamp was threatened for a time, but hard work saved it. The books and valuable papers of the company were saved.

## SOUTHEAST.

Greenville, S. C.—The Thomas-Roby Co. incorporated to deal in grain; capital stock \$5,000; incorporators H. M. Thomas. S. C. and F. G. Roby.

Mobile, Ala.—The appointment of a grain inspector at this point was discussed at a meeting of the Chamber of Commerce, Sept. 19.

Natchez, Miss.—We have not been able to get a desirable location or to make proper connections in the grain belt, and will not build the elvtr. we were figuring on, at present.—S. B. Stewart, vice-pres., Postlethwaite-Stewart Co.

## TENNESSEE.

Memphis, Tenn.—One of the largest cars of grain ever received in this city was shipped by the Baldwin Grain Co., Bloomington, Ill., to E. W. Wyatt. The car, Southern Pacific 17992, weighed out 110,160 lbs., or 1,967:08 bus.

## NASHVILLE LETTER.

We have discontinued business temporarily. May engage again later on.—Hughes Warehouse & Elvtr. Co.

A large hole was torn in the side of a warehouse of the I. T. Rhea Grain Co., Sept. 8, by a 40-ton fly wheel which fell from its position in the engine room of the Liberty Mills across the tracks from the grain plant. The wheel tore thru the side of the engine room, smashed a box car on the siding and came to rest against the grain warehouse.

A special meeting of the members of the Merchants Exchange was called at noon, Sept. 10, and Pres. C. D. Jones, pres. of the Grain Dealers National Ass'n, urged

them to have a large delegation at the coming convention of that ass'n at New Orleans, Oct. 14 to 16, calling their attention to the number of important questions to be discussed at that time, among them being the proposed standardization of grades by the federal government.

## TEXAS.

Fredericksburg, Tex.—Schneider & Riley have built a grain warehouse.

Allen, Tex.—We have succeeded D. D. Marley, McKinney, Tex.—Farmers Hay & Grain Co.

Galveston, Tex.—Stolz & Peterson have increased their capital stock from \$20,000 to \$50,000.

Lufkin, Tex.—Behannon Bros. are building a large grain warehouse on the Cotton Belt tracks.

Fort Worth, Tex.—The Burrus Mill & Elvtr. Co. has 'equipped its plant with a sprinkler system.

Jacksonville, Tex.—The Jacksonville Grain & Com's'n Co. has increased its capital stock from \$10,000 to \$20,000.

Fort Worth, Tex.—The Terminal Grain Co. has asked the city commissioners for fire plugs and water mains for its plant.

Panhandle, Tex.—The elvtr. of the C. B. Cozart Grain Co. has been closed for the season on account of short crops.—Plains Grain Co., Amarillo.

Dalhart, Tex.—Childers Bros. have bot the Dalhart Grain & Coal Co., taking charge Sept. 15. Dave Childers will be mgr. W. X. Howze was prop. of the company.

Whitesboro, Tex.—Robinett & Buchanan have bot the entire plant of the Sherman Elvtr. Co. at this point and they will erect a roller mill in addition to the present plant.

Wadsworth, Tex.—Theo. Schaedel of Bay City has been appointed mgr. of the recently completed rice warehouse, which will be known as the Wadsworth Union Warehouse.

Amarillo, Tex.—We took over the stock of the C. B. Cozart Grain Co. at Panhandle, when the elvtr. at that point was closed. It consisted of oats and millet seed.—Plains Grain Co.

Troy, Tex.—J. T. Jordan, for 7 years active mgr. of the Maedgen Grain Co., has retired and will move to Atoka, Okla. It has not been decided whether the Maedgen company will continue business or not.

Honey Grove, Tex.—We now have charge and will operate the elvtr. of the Blocker-Miller Co. and will make some additions, including a chop mill and a large size meal roll with the necessary cleaning machinery.—W. H. Dowlen & Son.

Miami, Tex.—I have recently bot the warehouse of Lock Bros. and will use it in connection with my elvtr. The elvtr. of Bouquet & Ludwick at this station was recently sold to W. E. Stocker, who will operate it.—J. W. Philpott, mgr. Miami Elvtr.

Texarkana, Tex.—The Texarkana Cotton & Grain Exchange has been organized and will open for business as soon as suitable quarters can be obtained. Officers are John P. Logan, pres.; W. A. Arthur, first vice-pres.; C. G. Davis, second vice-pres.; H. C. Chapman, sec'y, and R. E. Hubell, treas.

Wichita Falls, Tex.—The body of a man believed to be Taylor Beal of Amarillo, was found, Sept. 7, lying face down on the platform of the warehouse of the J. G. Jones Grain Co. The coroner was unable to determine whether the man had died from natural causes or from an overdose of morphine.

Galveston, Tex.—A report from Galveston, Sept. 17, says that 5,000 dock workers have refused to sign a new contract and are out on a strike. No work is being done on the dock, except the handling of the cargoes of coastwise steamers and over 50 ships are said to be in port waiting to load grain and cotton, large quantities of which are daily arriving for export.



Beaumont, Tex.—The elvtr. of the Josey-Miller Co., filled to capacity with oats and alfalfa, mill, warehouse and 4 cars of grain on a siding, burned at 11:30 a. m., Sept. 7, the loss amounting to \$50,000, with insurance of \$30,000. The fire was discovered in the center of the elvtr. and is believed to have been of incendiary origin. The buildings were old and of frame construction, but new machinery had just been installed, the work being finished the day preceding the fire.

Texas City, Tex.—Exports of grain from this point during the government fiscal year, ending June 30 amounted to 1,049,391 bus., which included 963,678 bus. of wheat, and 85,713 bus. of corn. The exports were all handled thru the new reinforced concrete elvtr. of the Texas City Transportation Co. The total amount of grain and grain products exported during the same period amount to 33,093 tons. During August 300,000 bus. of wheat were exported to Rotterdam and Antwerp.—L. C. Talmage.

### WASHINGTON.

Wilbur, Wash.—The 30,000-bu. elvtr. of the Washington Grain & Mfg. Co. has been completed.

### WISCONSIN.

Forrestville, Wis.—The elvtr. of Aug. Froemming & Son has been placed in operation.

Platteville, Wis.—Harvey & Sons will build a new office and a feed mill and will enlarge their coal bins.

Egg Harbor, Wis.—J. F. Bertschinger will engage in the grain business here and will install an elevator and mill on his dock.

Foster sta., Fairchild p. o., Wis.—J. F. Whalen is now buyer for R. E. Jones & Co. at this station, instead of at Prescott as reported.

Prescott, Wis.—J. F. Whalen is not mgr. of the Farmers Elvtr. Co. as reported but is mgr. of the R. E. Jones Grain Co. at Foster sta., Fairchild p. o.

Stoughton, Wis.—Since E. C. Pederson went to the wall there has been no one in his place and there is nothing left but a small outfit for feed grinding.—W. H. Dearborn.

Superior, Wis.—Receipts of grain at this market are heavy. The Itasca Elvtr. has put on a night shift and the other elvtrs. will follow suit in a few days as the receipts are increasing daily.

Foster, Fairchild p. o., Wis.—The elvtr. under construction for the R. E. Jones Co. of Wabasha, Minn., at this station will have a capacity of 20,000 bus. The company will also build a feed mill.—N. C. Foster, Fairchild.

Superior, Wis.—Suit has been brought against the Globe Elvtr. Co. by the estate of Arvid Anderson, who was smothered in a grain bin in the elvtr. about a year ago, when he fell from a platform at the top of the elvtr.

Nye, Wis.—Oscar N. Anderson has been granted a new trial by the Supreme Court of Wisconsin in his suit against the Osceola Mill & Elevator Co., the court directing that judgment be given for Anderson. Mr. Anderson conducted a general store under the firm name of Solomonsen & Anderson, his partner, E. S. Solomonsen, being agent for the Osceola Mill & Elvtr. Co., in charge of its elvtr. at Nye. Solomonsen became in arrears in his accounts as agent, and the company took charge of the firm's store, but Anderson brought suit, alleging that Solomonsen alone as an individual and not the firm was the company's agent.

### MILWAUKEE LETTER.

All employees of the Chamber of Commerce have been placed under the workman's compensation act.

Grain men of this market were given a rehearing Sept. 20 on bulk grain rates, before Com's'ner Ash of the Interstate Commerce Com's'n.

The Ladish-Stoppenbach Co. has succeeded the Lytle-Stoppenbach Co., but is under the same management. Emil Stoppenbach is pres. of the company and H. W. Ladish, sec'y.

The following have been elected to membership in the Chamber of Commerce: R. C. Jones, Erwin H. Saeger, Matt Kleser and Moses Rothschild. The memberships of J. Hoyt Smith, F. H. Skidmore, F. C. Wagner, D. Rothschild and Alexander Berger have been transferred.

The following resolution was adopted at a general meeting of members of the grain commission and was presented by Geo. A. Schroeder, traffic mgr. of the Chamber of Commerce to Com's'ner Erickson of the state railroad com's'n at the postponed meeting held Sept. 9: "Resolved, That the proposed track storage charges in addition to regular demurrage charges on cars held for unloading, loading, inspection, reconsignment or switching orders, on tracks other than private or industrial, are grossly unjust and unwarranted, and that the railroad commission of Wisconsin be strongly urged to deny the application of the railway companies to make such charges effective in the state of Wisconsin."

### ELEVATOR A FACTORY UNDER KANSAS COMPENSATION LAW.

The Supreme Court of Kansas has affirmed the decision of the district court of Atchison County in favor of Jennie Buchanan, administratrix of E. E. Buchanan, against William A. Blair and J. Wesley Blair, partners as the Blair Elevator Co., awarding damages for injuries sustained in the elevator by reason of unguarded machinery.

Section 7 of the factory act (Gen. Stat. 1909, § 4682), furnishes the definition of manufacturing establishments.

"Manufacturing establishments," as those words are used in this act, shall mean and include all smelters, oil refineries, cement works, mills of every kind, machine and repair shops, and, in addition to the foregoing, any other kind or character of manufacturing establishment, of any nature or description whatsoever, wherein any natural products or other articles or materials of any kind, in a raw or unfinished or incomplete state or condition, are converted into a new or improved or different form."

In Ward v. City of Norton, 86 Kan. 906, 122 Pac. 881, a gasoline engine, used in connection with belts, pulleys, and cogwheels to pump water through pipes to supply the inhabitants of the city, was decided to be not within the act. This was upon the ground that it was not even contemplated that the water was modified in any way to adapt it to human needs, or in any sense manufactured or changed, but simply conveyed from one place to another. The Supreme Court held:

The findings of the jury make it clear that the elevator containing the machinery which injured the plaintiff's husband was used for cleaning, sorting, shelling and mixing grains, improving their grades, and converting them into new, improved, or different forms.

**Elevator Handling Only Not a Factory.**—It is true, as suggested by the defendants, that the Legislature did not use the word "elevator," but the mere elevation and storage of grain would be one thing, while shelling, cleaning and converting grain into new, improved or different forms would be essentially a different thing. Corn in the ear is quite a different commodity from its constituent elements of cob, kernel and particles of husk, silks and soil separated and removed by the process of shelling by machinery.

It must be remembered that the provisions of the act do not require conversion of the raw material into the last-completed product, as corn into meal, or wheat into bread, but only into a new or improved or different form, and it is attaching no elasticity to the language used to hold that the processes carried on at the elevator in question were within the meaning and intention of section 7.—133 Pac. Rep. 709.

## Feedstuffs

### MEETING OF FEED OFFICIALS AND MANUFACTURERS.

In response to the invitation of L. McLennan, State Feed Inspector of Oklahoma, about 40 delegates representing the feed inspection departments, millers, grain dealers and cotton seed crushers ass'ns of Kansas, Oklahoma and Texas, met at Oklahoma City, Sept. 15.

Mr. King of Wichita, Kan., gave a report of a recent meeting at Washington, defining wheat bran and wheat bran and screenings.

Mr. Brown, secy. of the American Feed Manufacturers Ass'n, stated briefly the position of the Government as far as it had adopted definite rulings regarding this matter that wheat bran is the coarse outside covering of the wheat berry. He stated further that the Government ruling with reference to presence of screenings in wheat by-products, as set forth in food inspection decision No. 90, requiring that wherever screenings were present even to the smallest extent, must be labeled accordingly bran and screenings. The millers sought to obtain a modification of this ruling and the matter was set for hearing before the Board of Food and Drug Inspection of the United States Department of Agriculture, Aug. 30. Recent advices, however, are to the effect that the Board had declined to modify its ruling in this respect and the original position of the Board requiring screenings to be indicated whenever present is as yet in force and effect.

Mr. Topping stated that the position or ruling of the Government, now in effect, requiring all wheat products to be labeled showing screenings as follows: wheat bran and screenings, wheat shorts and screenings, would be a very satisfactory one, if the matter were handled in this manner by the different states, that at least there would be uniformity.

Mr. Chapman, Pres. of the American Feed Manufacturers Ass'n, then spoke at length on the new bill, proposing a national feed law, which is to be introduced during the present session of Congress. The parties responsible for this bill and the manner of drafting it, as well as the personnel of the committee writing it were discussed, in detail, by Mr. Chapman.

The next subject up for discussion was the question of definitions for corn products, namely, what should be considered pure corn chops and how should corn chops containing corn bran, accrued in the manufacture of meal and added to the chops, be labeled. The opinion of the millers and officials present was, that all corn chops, free of corn bran or other foreign material, should be registered and sold as pure corn chops, and that any corn bran present, even the smallest per cent, should be labeled as corn chops and corn bran.

### AFTERNOON SESSION.

The afternoon session convened at 2:00 P. M. and was called to order by Mr. McLennan who asked Mr. Fitz to take the chair.

Mr. Widney of Chickasha, Okla., explained at length the position of the Cotton Seed Crushers Ass'n in regard to these matters. His contention was for uniform standards and definitions for the different grades of cotton seed meals that



would apply alike and without discrimination in all the southwestern states and thereby facilitate the handling of interstate shipments. He further contended that the standards of crude fibre for the three grades of cotton seed meals recognized in Oklahoma were too restricted, since only about 10 per cent of the output of Oklahoma mills were disposed of to feeders and farmers in Oklahoma, and the remaining 90 per cent must necessarily be shipped interstate to cattle feeders in Kansas and Nebraska, thereby coming into competition with the low grade meals of Arkansas and Memphis manufacturers.

The discussion became lively and was entered into by almost every one present. It developed that the main point of contention between the feed control officials and cotton seed crushers, was the question of fibre standards in the different grades of meal and cake.

The cotton seed crushers contended that the standards adopted by the Departments of Texas and Oklahoma were unreasonable and difficult to maintain. First, for the reason that it was almost impossible to manufacture choice cotton seed meal requiring 41% protein and not to exceed 9% fibre, contending that if they were compelled to hold the fibre standard down to 9%, the protein would necessarily run higher than 41%. They further contended that cotton seed products should be considered solely on a protein basis, or combined fat and protein. From their view point, crude fibre should not be considered because of the wide variation of this ingredient, due to climatic conditions, process of manufacture, etc. They referred to the German method of buying on combined protein and fat basis, as a satisfactory method and recommended that it should be followed in this country.

Mr. Chapman stated that he was of the opinion that the crusher should be allowed to make his own standards and then be required to maintain them. This brought on a vigorous denial of this privilege from Mr. Fitz, who stated that that was the very thing feed officials were trying to eliminate, and which he further claimed was the basis of varying rules and definitions and lack of general uniformity in feed inspection systems of the different states.

Benj. F. Hennessy, Sec'y of the Oklahoma State Board of Agriculture, who gave a very interesting address covering the feeding stuff industry and laws in general, and their relation to each other, emphasizing the importance and growth of the mixed feed business.

Mr. Cherry thanked Mr. McLennan on behalf of the Interstate Feed Dealers Ass'n for the invitation to be present and assured both the manufacturers and feed officials that his association was ready to co-operate with them at all times as far as possible. He made a motion that a similar meeting be held in Kansas City, Saturday, Nov. 1, and that every one present use his best influence toward having the feed inspection departments of the southern and western states, and the various feed manufacturers organizations, of these states, well represented at this meeting. He also included in the motion that Mr. Brown exert his best efforts toward having the executive officers of the American Feed Manufacturers Ass'n present. Mr. Boyett suggested that the motion be broadened and that the invitation be extended to feeders of this section, also. The motion was further amended inviting the U. S. Department of Agriculture to have a representative

present. The motion in the amended form was put and unanimously carried.

Mr. Cherry stated that the meeting would be held in the Livestock Exchange Building in Kansas City, at 10:00 A. M. Nov. 1. Everyone present was urged to meet there on that date and exert his best efforts toward having a good attendance.

## IN ATTENDANCE.

Among those present were: Geo. I. Baldwin, Dallas, Tex.; J. H. Bellis, Cushing, Okla.; W. L. Boyett, State Feed Inspector, College Station, Tex.; L. F. Brown, Secty. American Feed Manufacturers Assn., Milwaukee, Wis.; G. A. Chapman, Chicago, Ill.; H. G. Cherry, Pres. Interstate Feed Dealers Assn., Kansas City, Mo.; C. N. Connelley, Oklahoma City, Okla.; E. Cook, Guthrie, Okla.; J. W. DuPree, Pres. Okla. Cotton Seed Crushers Assn., Oklahoma City, Okla.; A. G. Eskins, Shawnee, Okla.; L. A. Fritz, Kansas State Agri. College, Manhattan, Kan.; John M. Flynn, Kansas City, Mo.; R. T. Gorman, Deputy Feed Inspector, Oklahoma City, Okla.; G. C. Grogan, Oklahoma City, Okla.; Wellington C. Hathaway, Oklahoma City, Okla.; Geo. E. King, Wichita, Kan.; L. McLennan, State Feed Inspector, Oklahoma City, Okla.; Ed O'Conner, Deputy Feed Inspector, Shawnee, Okla.; Harry G. Randall, Wichita, Kan.; J. H. Schwartz, Secty. Okla. Cotton Seed Crushers Assn., Chickasha, Okla.; Albert Shields, Deputy Feed Inspector, Enid, Okla.; C. V. Topping, Secty. Southwestern Millers League, Wichita, Kan.; Geo. H. Walker, Muskogee, Okla.; C. L. Widney, Chickasha, Okla.

A meeting of feed control officials and manufacturers will be held at 10 a. m., Nov. 1, in the Livestock Exchange, Kansas City, Mo.

Item No. 226 of C. E. Fulton's tariff No. LLC A-87 will be changed from "Mixed Live Stock Feed" to read "Mixed feed, animal or poultry (bulk) in sacks, minimum weight 35,000 lbs."

Peoria received 6,727 tons of feed and shipped 13,276 tons during August; compared with 3,188 tons received and 8,571 tons shipped during August, 1912.—John R. Lofgren, sec'y Board of Trade.

The Southern Cotton Oil Co., Newport, Ark., was recently fined \$29.70 for misbranding a shipment of cottonseed meal. The meal was found to contain less protein than stated on the guarantee tag.

The Halliday Milling Co., Cairo, Ill., has abandoned the manufacture of flour, in which it has been engaged since 1865, and will remodel its plant into a mixed feed mill. The company will probably be reorganized.

The Clover Leaf Milling Co.'s Buffalo, N. Y., plant was destroyed by fire Sept. 13 which cost the lives of two workmen and caused a total loss of \$150,000. The plant and stock were fully insured, and the company will rebuild immediately.

The Alfalfa Products Co., Great Falls, Mont., will remove its headquarters to Billings, Mont. The company will construct three portable mills to be used in the Yellowstone Valley for grinding alfalfa in the fields. It has found that alfalfa meal mixed with beet sugar syrup and ground grain makes a highly satisfactory stock feed.

The R. J. House Grain Co., Kansas City, Mo., was sued Sept. 10 by the Kansas Agricultural College for violation of the state food laws in connection with 150 sacks of corn chops shipped to Iola, Kan., and seized by officials of the College on the allegation that the corn chops were adulterated with sand. It is said that the various Kansas officials interested are planning a number of prosecutions against feed mills in connection with reports made by dealers of the bad condition of corn chops and oats.

The new tariff places a duty of 9c per 112 lbs. on oat feed, and puts rye flour and oil cake on the free list. Under the old tariff imported oat feed paid a duty of 10c per 100 lbs., rye flour paid ½c per lb., and oil cake was admitted free.

The corn fodder this year, according to a warning sent out by the Missouri State Board of Agriculture, is full of a poison similar to prussic acid, due to the stunted growth; and it should not be fed to stock until thoroly cured and dried. As a consequence a great deal of silo corn will probably have to be thrown away.

The stock and machinery of the Chicago Grains & Feed Co., Chicago, Ill., bankrupt, were ordered sold by Judge Landis of the federal court on Sept. 18. The auctioneers guaranteed that this property would bring \$9,000. Real estate having an estimated value of \$20,000 will be sold later. The company's total indebtedness is placed at \$90,000.

The Underwood tariff bill has provided against the importation of weed seeds by the following provision in paragraph 646 of the free list, reading as follows: "Provided, further, that the importation of weed seeds, whether or not mixed with bran or wheat screenings, is prohibited, unless the same shall have been ground or otherwise treated so that these seeds will not germinate."

Alfalfa meal at Kansas City recently increased 50c per ton in price in the face of heavy receipts, and mixed feeds ruled strong. The reason is the limited supply of alfalfa. Kansas and Oklahoma farmers will be obliged to purchase feed this winter, instead of selling it. The fourth cutting of alfalfa will be a very light crop, and will be all used right on the farms, on account of the failure of other fodder.

Cotton sacks are being experimented with by a number of feed mills in the Southwest for packing bran and millfeeds. The saving over jute sacks amounts to about \$6 or \$8 per 1,000 bags. Southern purchasers accept millfeeds in cotton sacks, but Northern and Eastern buyers object to them, and most millers find that the saving in bags is more than counterbalanced by losses thru damaged and burst bags.

The bran-seizure suit originally set for hearing at Trenton, N. J., on Sept. 9, has been continued until next term of court, by consent of both parties. A similar suit will be heard at Chicago on Oct. 2. These are prosecutions brot by the government for violation of the Pure Food and Drugs Act because the bran contained a small percentage of wheat screenings and was labeled "bran" instead of "bran and screenings."

THE FARMERS Educational and Co-operative Union of America presented a resolution to President Wilson on Sept. 18, in which it advocated that the \$50,000,000 fund for aiding the movement of crops be materially increased and that the money be allowed to remain in the banks for a longer period than at present planned.

PRESIDENT WILSON has promised the farmers of the country that the next piece of legislation to be taken up by Congress after currency reform laws have been enacted, will be in connection with rural credits. The President is convinced that the farmer has to pay too high a rate of interest on his loans, and that the trouble can be corrected by legislation.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

**C. B. & Q.** in 9544-D quotes team track storage charges at Chicago, Ill., and Kansas City, Mo., effective Oct. 1.

**C. M. & St. P.** in Sup. 33 to 7015-A gives transit rules on grain and seeds at C. M. & St. P. stations, effective Oct. 1.

**L. A. Lowrey, agent,** in tariff 21-E quotes rates and regulations covering switching charges in Chicago district, effective Sept. 18.

**C. & N. W.** in Sup. 5 to 14500-B quotes rates on dried beans from its stations to eastern United States basing points, effective Oct. 13.

**C. & N. W.** in Sup. 9 to 1363-A quotes rates on grain products from Yankton, S. D., to C. St. P. M. & O. stations in Nebraska, effective Oct. 15.

**C. & N. W.** in 14801 quotes rates on grain and grain products between Chicago, Ill., Milwaukee, Wis., and rate points; and its stations in Illinois south of Peoria, effective Oct. 1.

**C. B. & Q.** quotes a proportional rate of 10c on wheat, barley, corn, oats, rye and grain screenings from East St. Louis, Ill., and St. Louis, Mo., to Milwaukee, Wis., effective Oct. 1.

**C. M. & St. P.** in Sup. 3 to 5903-D quotes rates on wheat, corn and oats from its stations and connections in Ia., Minn., N. D. and S. D.; to various destinations, effective Oct. 1.

**Wabash** quotes a rate of 12c on wheat, rye, oats, corn, and barley from Toledo, O., to Baltimore; also 12½c from Toledo to Boston, New York, and Philadelphia, effective Oct. 2.

**Mich. Cent.** quotes export rates on barley, corn, oats, rye and wheat from Toledo, O., as follows: to Baltimore 12c, to Philadelphia, New York and Boston, 12½c, effective Sept. 15.

**Nor. Pac.** in Sup. 1 to 340-C applies Chicago rate basis on grain and grain products from its stations to Joliet, East Joliet and Coster, Ill., on shipments destined beyond, effective Oct. 5.

**C. G. W.** quotes a proportional rate of 18c on millet and flaxseed and 15c on wheat, corn, oats, rye and barley between Peoria, Ill., and rate points; and Meservey and Palsville, Ia., effective Oct. 10.

**C. & N. W.** in Sup. 23 to 6068 quotes rates on grain between its stations in Mich. and Wis., and Ashland, Wis.; also on grain and grain products between Mattoon, Wis., and various Wisconsin stations, effective Oct. 15.

**Ill. Cent.** in 11165-A quotes rates on grain and grain products from stations on C. & N. W. in Ia., Minn., N. D. and S. D.; to its stations and Yazoo & M. V. stations and connections in Ala., Ark., La., Miss. and Tenn., effective Oct. 14.

**A. T. & S. F.** in Sup. 9 to 6702-D quotes rates on broom corn, castor beans, pop corn and seeds from its stations to points on the C. & N. W., C. B. & Q., C. M. & St. P., C. R. I. & P., Soo, E. J. & E., and other connections, effective Oct. 1.

**C. B. & Q.** quotes a rate of 8c on barley corn, oats and rye from Lyndon, Sands, Sterling and Rock Falls, Ill., to Milwaukee, Racine, Waukesha, Wis., Rondout, Libertyville, Gray's Lake, Round Lake, Long Lake and Spring Grove, Ill., effective Oct. 1.

**T. & O. C.** quotes ex-lake rates on export grain from Toledo, O., as follows: barley, to Baltimore, Md., 11.5c; Boston, Mass., and New York, N. Y., 12.5c; Philadelphia, Pa., 12c; rye, oats and wheat, to Baltimore and Philadelphia, 11.5c; New York and Boston, 12c; corn to Baltimore and Philadelphia, 10.5c; Boston and New York, 11c; effective Sept. 15.

**St. L. & S. F.** in Sup. 21 to 1559 quotes a rate of 27c on corn, rye and oats between Kansas City, St. Joseph, Mo., Leavenworth, Atchison, Kan., Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia.; and Ackerman, Miss.; effective Oct. 12.

**Minn. & St. Louis** quotes a rate of 19c on flaxseed, 15c on wheat, and 15c on corn between Minneapolis, Minn., and Kiene, Quasqueton, and Robinson, Ia.; also 15c on flaxseed, 11.7c on wheat, and 10c on corn between Minneapolis and Lehigh, Ia., effective Sept. 29.

**C. M. & St. P.** in Sup. 15 to 9300-A quotes proportional rates on grain and grain products from St. Paul, Minneapolis, Duluth, Stillwater, Minnesota Transfer, Minn., and Chippewa Falls, Wis., to connections in Ill., Ind., Ia., Ky., and Wis., effective Oct. 1.

**C. G. W.** quotes rates on wheat from Council Bluffs, Ia., Kansas City, Mo.-Kan., Leavenworth, Kan., St. Joseph, Mo., Omaha and South Omaha, Neb., as follows: to Hancock and Houghton, Mich., 27¼c; to Escanaba, Ishpeming and Negaunee, Mich., 23¼c; effective Oct. 8.

**Mo. Pac.** in Sup. 5 to 1027-D quotes rates on grain and grain products from Cairo, Ill., Cape Girardeau, Perryville and West Chester, Mo., and St. L. I. M. & S. stations in Mo. and La.; to Louisiana points by adding 6c to New Orleans, La. rates; effective Oct. 12.

**C. G. W.** in Sup. 6 to 68-B quotes rates on grain and grain products from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn., to Chicago, Ill., East St. Louis, Peoria, Ill., St. Louis, Mo., and stations taking same rates in Illinois and Iowa, effective Oct. 1.

**C. G. W.** quotes a proportional rate of 17½c on millet and flaxseed, 14c on wheat, and 13c on corn, oats, rye and barley between Peoria, Ill., and rate points; and Oelwein, Fairbank, Dunkerton, Dewar, Waterloo, Cedar Falls and Green Mountain, Ia., and stations taking same rates, effective Oct. 10.

**C. G. W.** quotes a rate of 23½c on millet and flaxseed, 14¼c on wheat, and 13¼c on corn between St. Paul, Minneapolis, Minn., and rate points; and Blanchard, Coin, Bingham, Shenandoah, Summit, Imogene, Solomon, Strahan, White Cloud, Malvern, Silver City, Mineola, Dumfries, and Neoga, Ia., effective Oct. 1.

**Wabash** quotes rates on grain and grain products from Kansas City, Mo.-Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to the following points: Attica, Indianapolis, Lafayette, and Logansport, Ind., 16½c; Cincinnati, O., and Jeffersonville, Ind., 17c; and New Albany, Ind., 18c; effective Oct. 1.

**M. K. & T.** quotes a rate of 18½c on wheat and 17½c on corn from Kansas City, Mo., to Stonewall, Tupelo, Centrahoma, Chase, Boonville, Nixon, Frisco, Truax, Conley, Center, Vanoss, Stratford, Byars, Rosedale, Vincennes, Purcell, Gibbons Spur, Washington, Blanchard, Middleberg, Tabler, Cornville, and Chickasha, Okla., effective Sept. 27.

**C. B. & Q.** in Sup. 5 to 6786-C quotes rates on grain and grain products from Chicago, Peoria, Lewistown, Ipava, Ray, Vermont, Astoria, Bader, Browning, and Frederick, Ill.; to Metropolis, Brookport, Cairo, Mounds, Ill., Louisville, Hawesville, Owensboro, Ky., Evansville, Aurora, Lawrenceburg, New Albany, Jeffersonville, Seymour, Ind., and Cincinnati, O., effective Oct. 13.

MINNESOTA barley, wheat and grass seeds will be planted in the Andes Mountains. H. V. Harlan of the University of Minnesota has been commissioned by a South American railway company to test various Minnesota plants in the Lake Titicaca region of Bolivia, most of which is 12,600 feet above sea level. This plateau does not now produce any useful vegetation.

## Declaration of Principles by the Business Press of America.

The Federation of Trade Press Associations in the United States in Eighth Annual Convention assembled at the Hotel Astor, New York, September the 19th, 1913, makes the following declaration of principles:

1. We believe the basic principle on which every trade paper should build is SERVICE—service to readers and service to advertisers, in a way to promote the welfare of the general public.

2. We believe in TRUTH as applied to the editorial, news and advertising columns.

3. We believe in the utmost frankness regarding circulation.

4. We believe the highest efficiency of the Business Press of America can be secured through CIRCULATIONS OF QUALITY rather than of Quantity—that character, and not mere numbers, should be the criterion by which the value of a publication should be judged.

5. We believe in CO-OPERATION with all those movements in the advertising, printing, publishing and merchandising fields which make for business and social betterment.

6. We believe that the best interests of manufacturers, the Business Press and consumers can be advanced through a greater interchange of facts regarding merchandise and merchandising and to this end invite co-operation by manufacturers and consumers.

7. We believe that the logical medium to carry the message of the manufacturer directly to the distributor and the user is the Business Press.

8. We believe that while many advertising campaigns may profitably employ newspapers, magazines, outdoor display, etc., no well rounded campaign seeking to interest the consumer or user is complete without the Business Press.

9. We believe in co-operating with all interests which are engaged in creative advertising work.

10. We believe that business papers can best serve their trades, industries or professions by being leaders of thought; by keeping their editorial columns independent of the counting room, unbiased and unafraid; by keeping their news columns free from paid reading notices and puffery of all kinds; by refusing to print any advertisement which is misleading or which does not measure up to the highest standards of business integrity.

A NEW VARIETY of grain sorghum, known as Schribar corn, has been developed by John Schribar, a farmer of Garfield County Okla., which has produced yields of from 25 to 60 bus. per acre this year, despite the fact that less than a quarter of inch of rain fell since June 15 and Oklahoma had the worst drought in its history. The new grain closely resembles feterita, the drought-resistant grain recently introduced by the United States Department of Agriculture. It matures in 90 days and the kernels are much larger and softer than kafir corn, pure white in color, and weigh over 60 lbs. to the bus. Both the grain and the stalk of Schribar corn have proved more valuable than kafir corn for feeding purposes. Mr. Schribar produced 60 acres of seed this year, and neighboring farmers also grew small plots.



## Supply Trade

Chicago Caller.—E. G. Hodges of Kaucher, Hodges & Co., Memphis, Tenn.

Chicago, Ill.—Wm. Watson, Chicago representative of the S. Howes Co., Silver Creek, N. Y., has recently opened an office in the Western Union Bldg.

Chicago, Ill.—A noteworthy sale is that made by W. H. Salisbury & Co. of "Salisbury" solid woven rubber belt 1250 ft. long, 36 inches wide, 10 ply. This belt, weighing nearly 5 tons, is to be operated in one length by one of the largest cement mills in America.

Minneapolis, Minn.—Judge Willard of the U. S. court recently entered an order declaring the Twin City Separator Co. to be the owner of patents Winner No. 1 and No. 2, fanning mills manufactured by the American Grain Separator Co., and enjoying the latter from making use of these patents.

Silver Creek, N. Y.—F. L. Cranson, Sec'y Huntley Mfg. Co., is confined to his home by illness of such a nature that makes it impossible to say when he will be able to return to active business. He has the sympathy of a large circle of friends in the trade.

Buffalo, N. Y.—The members of the Millwrights' Protective Union recently passed a resolution that steady millwrights are to demand and get 60c per hour for an 8-hour day on or before Oct. 1st, 1913, and that after Jan. 1st, 1914, the scale of wages shall be \$5.00 for an 8-hour day. This rate to apply in all cities where union labor has adopted an 8-hour day.

Silver Creek, N. Y.—The Invincible Grain Cleaner Co., manufacturers of grain cleaning machinery, advise that they have recently perfected arrangements with L. J. Dennis of Memphis, Tenn., for the manufacture and promotion of the Dennis Perfect Corn Dryer, for the drying of corn and other grains. It is to be known hereafter as the Invincible-Dennis Perfect Dryer.

Chicago, Ill.—The increasing volume of business of the Seed Trade Reporting Bureau has necessitated the establishment of an advertising department. Ray Becker, well known to many in the trade, has been made advertising manager in charge. He will aid also in the sales promotion of the Brown-Duvel Moisture Tester, made by the Bureau, and the other elevator supplies handled by that concern.

The Hess Warming & Ventilating Co. has received a contract for the large drier to be installed at the new transfer elevator of the Michigan Central R. R. now being constructed by Witherspoon-Englar Co. This drier, when completed, will be larger than any drier in Chicago, and with the exception of the Hess Drier at the Kentucky Public Elevator at Louisville, will be the largest drier in the world. It is expected to have the new apparatus ready for use by Jan. 1. The Hess Co. also has the contract for a drier and cooler of 15,000 bus. daily capacity to be installed at the Merritt Elevator in South Chicago recently taken over by Norris & Co. of Chicago. This drier will be fitted with a special engine and two new legs so that it may be run independently of the machinery of the elevator. It will be ready for operation Dec. 1.

To write a message so strong that its commencement instantly will burn thru the haze of indifference that surrounds your prospective buyer; to continue the message so clearly, so concisely, and so alluringly that it will counteract the magnetism of a thousand and one other attractions; to conclude the message so convincingly that it will completely overcome a natural dislike to parting with good money—that's good copy.

New York, N. Y.—The spirit of business enterprise which characterizes the H. W. Johns-Manville Co. is again evidenced by the opening of a new office and warehouse in Galveston, Tex., making three offices in the Lone Star State, Houston, Dallas and Galveston, which because of its location and shipping facilities, makes an ideal concentration center. It is planned to receive direct at this point, heavy shipments by coastwise lines from New York. A modern brick warehouse of large proportions has been secured, and in it will be consolidated the stock for distribution to the different offices thruout the firm's Texas territory, as well as caring for the steadily increasing trade with Central and South America.

### ATTACHMENT OF SHIPMENT IN TRANSIT.

The Franke Grain Co., of Englewood, Kan., engaged in the business of buying grain from farmers and shipping to and selling at Kansas City, Mo., had arranged with the First National Bank of Englewood to cash its checks given to farmers for grain bot.

When shipments of grain were made the company made draft on the consignee, attached it to the B/L and indorsed it to the bank, which in turn indorsed it to its correspondent bank in Kansas City to be paid by the consignee.

On a sale to the Kansas City Grain & Seed Co. the company shipped a car of corn, made draft for \$415, but payment was refused. Claiming that the Franke Grain Co. owed him money on former dealings A. J. Poor, in business as the A. J. Poor Grain Co., attached the shipment in the possession of the Atchison, Topeka & Santa Fe Railroad Co. and the car of corn was sold by the sheriff for \$425.

In the attachment suit brot by Poor the Englewood Bank interpleaded, claiming the money as holder of the B/L, and Judge Ellison of the Kansas City Court of Appeals on June 2 held that it was an ordinary commercial transaction whereby shippers and their assignees are made safe in the payment of drafts drawn against Bs/L, and affirmed the decision of the lower court in favor of the bank.

It seems that the Kansas City Grain & Seed Co. is really Mr. A. J. Poor, who practically admitted that he procured the car to be brot over the state line into Missouri with the intent to make an attachment.

A NEW CORN PEST has been discovered in Iowa, Nebraska and southern Minnesota, which has already done a great deal of damage and is spreading rapidly. The insect, *diabrotica longicornis*, also known as the root worm, is comparatively harmless in the beetle stage, but as a larva it feeds on the roots of the corn and does great injury to the plant. The United States Department of Agriculture has issued a special bulletin to educate the farmers how to fight the pest.

## Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

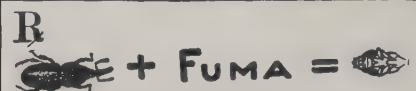
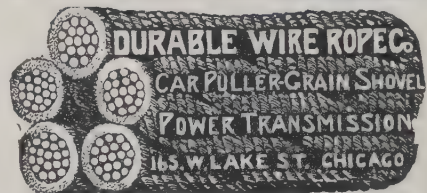
TULLAR ENVELOPE CO.  
67 Larned St. Detroit, Mich.

## Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

**FUMA**

The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR  
Manufacturing Chemist PENN YAN, N. Y.

## Transit Leaks

are unknown to the grain shippers who use

**Kennedy Car Liners**

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

**The Kennedy Car Liner**

is the only device offered the grain shipper that makes a car Leak-Proof.

**CHEAP—MODERN—PROFITABLE**

Write now for particulars

**The Kennedy Car Liner & Bag Co.**

SHELBYVILLE, INDIANA, U. S. A.

Why not  
put  
your announcement  
here.



## Supreme Court Decisions

**Crop Mortgage.**—In order for a mortgage to create a lien on crops to be grown in the future, the mortgagor must, at the time of the execution of the mortgage, have owned or had some interest in the lands on which the crops are to be grown.—*Phillips-Neely Mercantile Co. v. Banks*. Court of Appeals of Alabama. 63 South. 31.

**Rights of Transferee of B/L.**—Under a B/L providing that the carrier would not be liable for any fault of the shipper or discrepancy in weight of grain, it was not liable to the transferee of the shipper's draft with B/L attached, for the amount overpaid on account of such discrepancy.—*M. K. & T. Ry. Co. v. Watson*. Court of Civil Appeals of Texas. 157 S. W. 438.

**Export Shipment Interstate.**—A shipment of cotton from a point in this state to Galveston on local Bs/L, which was in fact destined for export, so that the transportation from the place of delivery to Galveston was a part of the journey to a foreign port, was an interstate shipment.—*Texas & Pac. Ry. Co. v. Langbehn*. Court of Civil Appeals of Texas. 158 S. W. 244.

**Elevator a Manufacturing Establishment.** An elevator operated by machinery, and used for buying, selling, storing, cleaning, sorting, shelling and mixing grain, improving its grades, and converting it into new and improved or different form by shelling corn and cleaning wheat, is, within the provisions of the factory act, a "manufacturing establishment."—*Laws 1903, c. 356, Gen. St. 1909, §§ 4676-4683*.—*Buchanan v. Blair*. Supreme Court of Kansas. 133 Pac. 709.

**Arson.**—An indictment for arson charged defendant with burning a corncrib. The structure was a bin used for storing corn. Connected with it were sheds used for sheltering stock and housing cotton, fodder, and farm implements. While some of the witnesses testified that the building was called a crib, the evidence showed without conflict that there was no other barn used in connection with the owner's dwelling on the place. Held, that the building was a barn and not a corner, and that there was a fatal variance.—*Savage v. State*. Court of Appeals of Alabama. 62 South. 999.

**Carrier's Obligation to Furnish Cars.**—Where there is no statute prescribing the manner of offering property for transportation to a carrier, or the length of notice to be given of an intention to ship, and the carrier has no rule on the subject, and the courts have not established any rule, the court, in an action for a carrier's failure to furnish cars for the transportation of perishable freight, must look to the facts in determining whether the order for cars, or the offering of the freight for shipment, and the notice given, are reasonable.—*Dobbins v. Syracuse, B. & N. Y. R. Co.* Supreme Court of New York, Appellate Division. 141 N. Y. S. 638.

**Liability of Initial Carrier.**—Under the direct provisions of the Carmack amendment (Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]) to the interstate commerce act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]), the initial carrier, engaged in interstate commerce and receiving property for transportation from a point in one state to a point in another, having contracted for through carriage to the point of destination, is liable to the lawful holder of the receipt or bill of lading for any loss or damage to the property, regardless on which carrier's lines it occurred.—*A. T. & S. F. Ry. Co. v. Word*. Court of Civil Appeals of Texas. 159 S. W. 375.

**Warranty of Corn Chops.**—Where the petition, in an action for damages suffered by the buyer on a car load of corn chops because of inferior condition, alleged that it was understood between the buyer and seller that the chops should and would be used as food for live stock, such averment, in the absence of a special exception, sufficiently alleges an implied contract that the chops should be fit for stock food.—*F. A. Piper Co. v. Oppenheimer*. Court of Civil Appeals of Texas. 158 S. W. 777.

**Carrier May Limit Liability.**—A stipulation in a carrier's receipt limiting its liability to an agreed or declared value made to adjust the rate is not forbidden by the provision of the Carmack Amendment June 29, 1906 (Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]), to Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 [U. S. Comp. St. 1901, p. 3169], that "no contract, receipt, rule, or regulation shall exempt such common carrier, railroad, or transportation company, from the liability hereby imposed."—*Missouri, K. & T. Ry. Co. v. Walston*. Supreme Court of Oklahoma. 133 Pac. 42.

**Transfer of Title to Grain.**—The fact that grain is evidenced by a B/L, which is retained by the seller, is a circumstance tending to show that title had not passed. But where the B/L covers other cars, and where Bs/L in the same form are not usually delivered to buyers, these facts tend to rebut any inference raised by retention of the B/L. The fact that goods are still to be weighed by the seller in order to ascertain the price raises a presumption that title has not passed. Requirement of weighing for that purpose by a third person has less force as a presumption.—*E. L. Welch Co. v. Lahart Elevator Co.* Supreme Court of Minnesota. 142 N. W. 828.

**Demurrage Statute Valid.**—In an action under section 7205, Gen. St. 1909, by a shipper against an interstate railroad to recover a penalty for delays in the transportation of grain in car load lots from Oneida, Kan., to Elwood, Kan., held: Whether the shipment be regarded as completed when the grain was unloaded into the elevator of the purchaser at Elwood, Kan., and therefore intrastate, or whether it was interstate in character—because of a custom and arrangement, of which the plaintiff had no notice or knowledge, which existed between the carrier and the owner of the elevator, giving the latter "milling in transit" privileges and "proportional rates" on grain of like quality and quantity, when reshipped to points outside the state, nevertheless the state, in the proper exercise of the police power, may enact and enforce reasonable regulations designed to prevent unnecessary delays in such transportation occurring within its borders.—*Oneida Farmers Shipping Ass'n v. St. Joseph & G. I. Ry. Co.* Supreme Court of Kansas. 133 Pac. 883.

**Evidence of Leakage in Transit.**—The defendant, to disprove a leakage or shortage, there being a discrepancy between the elevator weights and the terminal weights, produced certain train books, and the conductors who kept them qualified them as memoranda. The books were not offered in evidence. The conductors, referring to the books produced, and without objection by the plaintiff, testified that they contained no markings opposite the cars shipped by the plaintiff indicating defects or leakages or broken seals, as they should have there been such. On cross-examination they were asked what the train book showed as to other cars in the same train, but not containing the plaintiff's grain, and stated that there were no marks indicating defects or leakages. On rebuttal the plaintiff offered proof, which was received over the defendant's objection, that the particular cars about which they had testified on cross-examination, and not containing the plaintiff's grain, were leaky or defective or in bad order. It is held that such evidence was competent, that it went to the accuracy and trustworthiness of the train books, and that it did not offend the rule as to the impeachment of a witness upon col-

lateral matters.—*Northwestern Elevator Co. v. Great Northern Ry. Co.* Supreme Court of Minnesota. 141 N. W. 298.

**Implied Warranty of Stock Food.**—Where one dealer sells stock food to another merely as an article of merchandise, there is no implied warranty that it is fit for use as stock food. In an action by a buyer of grain for damages for the inferior quality of a car of corn chops, a petition, merely alleging a known purpose to use the chops as stock food, is insufficient to set up an implied warranty of soundness or merchantability.—*F. A. Piper Co. v. Oppenheimer*. Court of Civil Appeals of Texas. 158 S. W. 777.

**Pledge of Warehouse Receipts.**—Louisiana Acts 1908, No. 221, § 40, provides that any negotiable receipt may be negotiated by the owner or by any person to whom the possession or custody of the receipt has been intrusted by the owner, if, by the terms of the receipt, the warehouseman undertakes to deliver the goods to the order of the person to whom the possession or custody of the receipt has been intrusted, or if at the time of such intrusting the receipt is in such form that it may be negotiated by delivery. Section 41 declares that one to whom a negotiable receipt has been duly negotiated acquires thereby such title to the goods as the person negotiating the receipt to him had or had ability to convey to a purchaser in good faith for value, and also such title to the goods as the depositor or person to whose order the goods were to be delivered by the terms of the receipt had or had the ability to convey to a purchaser in good faith for value. Section 47 provides that the validity of a negotiation of a receipt is not impaired by the fact that such negotiation was a breach of duty of the person making it, or by the fact that the owner was induced by fraud, mistake, or duress to intrust the possession or custody of the receipt to such person, if the person to whom the receipt is negotiated, or one to whom the receipt is subsequently negotiated, paid value therefor, without notice of the breach of duty, fraud, mistake, or duress. Held, that where the bankrupt having pledged cotton bills to a bank obtained them by executing trust receipts in order that he might sell the cotton and account to the bank therefor, but instead stored the cotton and pledged warehouse receipts therefor to another bank, he, being a mere bailee, could not convey a better title than he possessed himself, and hence neither under such act nor independent thereof could the bank to which the warehouse receipts were pledged acquire title as against the original pledgee.—*In re Dreul & Co. Petition of Canal Bank & Trust Co.* U. S. District Court, Louisiana. 205 Fed. 568.

## Books Received

**ALFALFA ON ILLINOIS SOIL** by Cyril C. Hopkins gives directions for growing alfalfa. Bulletin 76, Illinois Agricultural Experiment Station, Urbana, Ill.

**THIRTEENTH U. S. CENSUS**, Volumes VI and VII, containing agricultural statistics, have just been issued. The two books give detailed statistics, by states and counties, of the value of farm lands, size of farms, domestic animals, live stock products, farm crops, and farm expenses and receipts. Considerable space is also given to statistics concerning irrigation. The census report is issued only in a limited edition. Cloth binding; Vol. VI, 977 pages; Vol. VII, 1,013 pages; Bureau of the Census, Washington, D. C.

A LOUISVILLE NEGRO was recently arrested for stealing 50 sacks of corn from a car shipped to the Louisville Cereal Mills Co. He will be tried before the federal court on the charge of stealing from a common carrier. The railway officials and the millers are working together in an endeavor to make this case an example to other car thieves, who have been particularly active in Louisville for some time.



## Insurance Notes.

The Texas Indemnity Exchange was recently organized with Glenn Walker sec'y, Texas Millers Mutual Fire Insurance Co., Fort Worth, as its manager, to give protection to employers in that state under the new workmen's compensation law. The company is co-operative and is similar to the indemnity exchanges now operating in Kansas and in Illinois.

The Minnesota workmen's compen-

sation law will become effective Oct. 1. The law does not contain the usual clause exempting employers having fewer than five employees; and every elevator owner in Minnesota who hires any help whatsoever will come under the law. Minnesota is the nineteenth state to pass a workmen's compensation law. All the provinces of Canada except Ontario have also enacted a similar law.

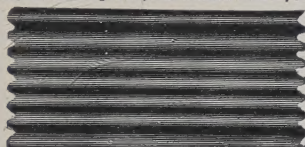
ARGENTINA'S new elevator at Puerto Galvan is now in course of construction. It is served by the Pacific Ry. and has 46 storage tanks.

## Workmen's Compensation or Employer Liability Insurance

Protects you from liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

**BALSLEY BROS.**  
GENERAL INSURANCE AGENCY,  
SPRINGFIELD, ILLINOIS

**GALVANIZED CORRUGATED**  
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



**THE SYKES COMPANY, Chicago, Ill.**  
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

## Shinn Lightning Rods

We will protect your elevator from lightning damage—\$75,000.00 Surety Bond backs my word. Your money back if building burns. I send an expert State inspector to examine each job. You get protection from Shinn.

Send for free catalog.

**W. C. SHINN**  
Factory, LINCOLN, NEB.



## THE "Calcide" Fire Barrel

for its cost is a little wonder in a metal tank and pails containing a fire extinguishing fluid that will neither freeze or evaporate.

Recommended by Insurance Companies

Write for descriptive folder.



**PRODUCE REFRIGERATING CO.**  
Minneapolis, Minn.

Mention this Journal

## BE PROTECTED

Write or wire for a  
"Short Term" Grain  
Policy with the

**TRI-STATE MUTUAL**  
Grain Dealers Fire Ins. Co.

of

**Luverne, Minnesota**

E. A. BROWN, Pres. E. H. MORELAND, Sec.  
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

**WHEN  $\frac{1}{3}$**   
of the fires are  
caused by lightning

it behooves  $\frac{3}{3}$  of the elevator operators to equip their plants with the Surest and Best System of Lightning Protection—the

**AJAX**  
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Every summer storm is another argument why you should investigate the AJAX today. Write

**Ajax Conductor & Mfg. Co.**  
420 N. Sangamon St., CHICAGO, ILL.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

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## YOUR INSURANCE

is an important part of your business. We make a specialty of mills and elevators and if you need insurance, either permanent or short-term, wire or write.

Our service is worth more to you than the other man's policy.

MILLERS NATIONAL INSURANCE CO.,  
Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.,  
Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.,  
Canton, Ohio.

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.,  
Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.,  
Des Moines, Iowa.

THE MILLERS MUTUAL FIRE INSURANCE CO.,  
Harrisburg, Pa.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.,  
Ft. Worth, Texas.

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.,  
Lansing, Mich.

GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.,  
Indianapolis, Ind.



## Patents Granted

**Grain Door.** No. 1,073,296. (See cut.) Thomas Sills, Westmount, Quebec, Canada. The car door frame is fitted with recesses thru which the grain door slides. The door is equipped with a chain and hung from a trolley, which carries it to one side when not in use.

**Screen.** No. 1,072,879. (See cut.) Thomas J. Sturtevant, Wellesley, Mass. This screen is equipped with an air stirring device, consisting of a series of members arranged adjacent to the screen but separated from it. Means are provided for causing these members to travel parallel to the screen.

**Bag Filling and Tying Apparatus.** No. 1,072,775. (See cut.) Samuel J. Rice, Loma, N. D. This device consists of a bag carrier, a bag tying apparatus, and means for delivering material to the bag. The weight of the material in the bag alternatingly operates the bag carrier, bringing a bag in position to be filled, and the bag-tying apparatus.

**Sampler.** No. 1,072,644. (See cut.) Frank H. Peck, Jamesville, N. Y. A cylindrical sleeve is provided with a slot and a flange adjacent to the slot. An outer section incloses the sleeve, extending above and below it, and is provided with a slot thru which extends the flange on the sleeve. The outer section is provided with a straight handle for rotating it.

**Grain Door.** No. 1,073,202. (See cut.) Joseph Woods, Herbert, Sask., Canada. The door posts of the car are provided with vertical channels for holding the door, which is made of flexible sections. The sections are provided at their lower edges with means for raising and lowering. Switch bars are provided under the roof of the car for supporting the door when not in use.

**Door for Grain Car Dump.** No. 1,072,423. (See cut.) Richard Webb Burnett, Montreal, Que. A specially designed door, in combination with a door-frame and hinged to it by a continuous hinge, for dump cars carrying grain and other loose commodities. This patent covers one feature of the hopper-bottomed grain car invented by Mr. Burnett and described on page 207 of the Aug. 10 Journal.

**Car Door.** No. 1,072,638. (See cut.) Charles North, Colorado Springs, Colo. A casing is attached to one side of the door opening in the grain car and equipped with a horizontal track fixed between the casing and the car wall and beveled at its inner edge. The door is made in two parts, upper and lower, with the upper part hung from the track, and the lower so hung as to be movable separately.

**Sifting-Machine.** No. 1,072,816. (See cut.) Harvey H. Brown, Grand Rapids, Mich. A closed case, having a hopper above it for feeding material into the case, has within it a screen located under the hopper. Part of the screen is supported in a fixed position, but one end is movable and is connected to an oscillating crank shaft operated by hand. A slide under the hopper regulates the flow of material to the screen.

**Automatic Conveyor Scale.** No. 1,072,500. (See cut.) Henry Richardson, New York, N. Y. This scale is intended for weighing material passing over a conveyor. It consists of an integrating mechanism working in harmony with the conveyor and equipped with a revoluble disk, a pair of wheels engaging the face of this disk at opposite sides of its axis of rotation, and means for shifting these wheels with respect to the axis of the disk.

**Dust Control Mechanism for Grain Driers.** No. 1,072,762. (See cut.) Fulton R. Morris, Milwaukee, Wis. The drier consists of a number of walls and ducts, previous to fluid, passing transversely across the drier structure and open at the outer face of the drier walls. Shutter arrangements are provided on each wall for closing the ducts, and are so connected up that the duct in one wall is open when that on the opposite wall is closed.

**Bag-Measuring Apparatus.** No. 1,072,897. (See cut.) Jake Amacher, Cullom, Ill. A yoke is mounted on an open rectangular frame supported on legs, and carries a scale beam. The scale beam supports a measure substantially at the center of the frame and has its weight end extending over the side of the frame. A removable hopper is provided for measuring the material; and fixed to one side of the frame is a chute which directs the material into the hopper.

OATS VISIBLE is the biggest on record at 31,130,000, compared with 8,799,000 bus. a year ago; and a large manufacturer of automobiles threatens to increase his output next season to 300,000 machines.

## Crop Improvement Notes.

The Southern Minnesota Better Development League took a number of farm-improvement experts on a four-day lecture tour thru southern Minnesota, commencing Oct. 13. The party moved in automobiles and gave speeches on various farm topics at the towns en route.

Treatment of wheat seed with a solution of formalin on a Manitoba experimental farm increased the yield from 44 bus. 40 lbs. per acre to 48 bus. 40 lbs. The solution contained 1 lb. of formalin to 40 gallons of water. The tests indicated that seed treated with a formalin solution produced higher yields than seed treated with a blue stone solution.

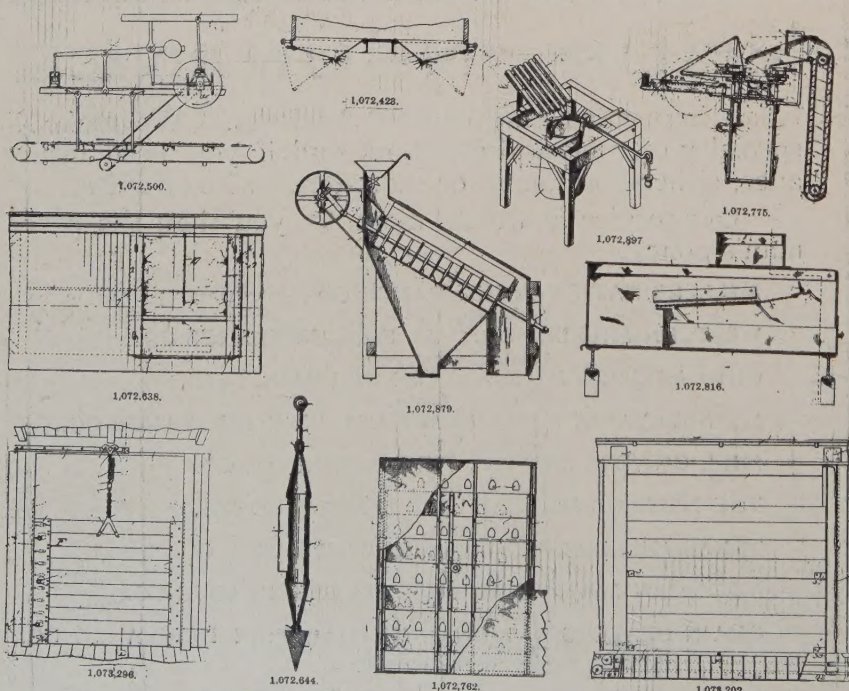
A corn contest and exhibition will be held at Philadelphia, Pa., Dec. 4, 5 and 6, at which corn raised in Pennsylvania, New Jersey, Delaware and Maryland will be eligible for cash prizes totaling \$1,250. The Philadelphia Commercial Exchange, thru a com'te consisting of L. G. Graft, W. S. Woodward, Samuel L. McKnight, James L. King, and William M. Richardson, will co-operate with the Corn Exchange National Bank in conducting the contest.

The farm bureau of Saginaw County, Mich., recently conducted a pure seed campaign. The bureau's expert, together with a member of the faculty of the Michigan Agricultural College, and interested business men, traveled around the county in automobiles, holding meetings on a number of farms and demonstrating right in the fields to the farmers gathered there how seed corn should be selected and handled. The campaign awakened a great deal of interest among the farmers.

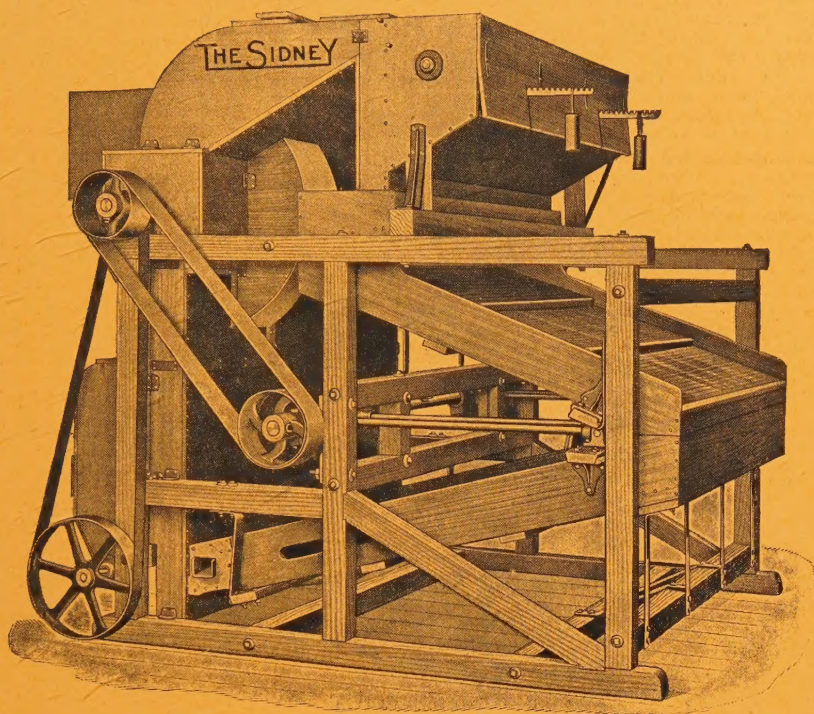
The five-acre experimental tracts established on Minnesota farms by experts working under James J. Hill have produced crop yields 100% higher than those gotten from adjoining land. On one farm, the tract produced 33½ bus. of blue stem wheat, altho the rest of the farm averaged only 16½ bus. The increased yields were secured by the use of fertilizers and by extra tillage. This increased the cost of farming \$2.25 per acre, but the increased yield, figured on the basis of 80c wheat was worth \$13.35 per acre, so that the farmer made a net profit of \$10.10 greater than from land handled by ordinary methods.

Many of the granger railroads will operate seed, soil, and dairy instruction trains this winter. The Rock Island, North Western and Burlington have already announced schedules for such trains. The trains carry a complete equipment of improved farm appliances, and are usually manned by instructors of the state agricultural schools, who give lectures and demonstrations. The railroads find that the trains pay by increasing crop yields and, consequently their revenues; the agricultural colleges join in the movement because the trains aid the present day movement to bring the agricultural school to the farm.

THE NATIONAL CORN EXPOSITION will be held at Dallas, Tex., Feb. 10 to 24, 1914. Recently the Governor of Texas declined to authorize an appropriation of \$10,000 for the state exhibit. Officials of the Texas Corn Growers Ass'n were greatly disappointed over this, as they state that without this money it will be impossible for Texas to have anything approaching the fine exhibit displayed at the Corn Show at Columbia, S. C., last spring.







The Sidney Double Shoe Corn and Grain Cleaner

The most important machine in an elevator or mill is a grain cleaner. The principle of the Sidney Double Shoe Corn and Grain Cleaner is perfect as is each working part. We guarantee this machine to separate corn from cobs and clean same perfectly, it will also clean equally as well, oats, wheat and barley. The operation is very simple and is always available for three different kinds of cleaning work, being equipped with two complete sets of screens, each fitted in separate shaking shoes. No changing of screens necessary, a change of one kind of grain to another is done in a minute's time by simply turning a two-way distributing valve and setting over the air valves.

There is no advantage in buying a cleaner that shakes your building. The sieves in a cleaner are the only parts that require vibration.

## THE SIDNEY LINE

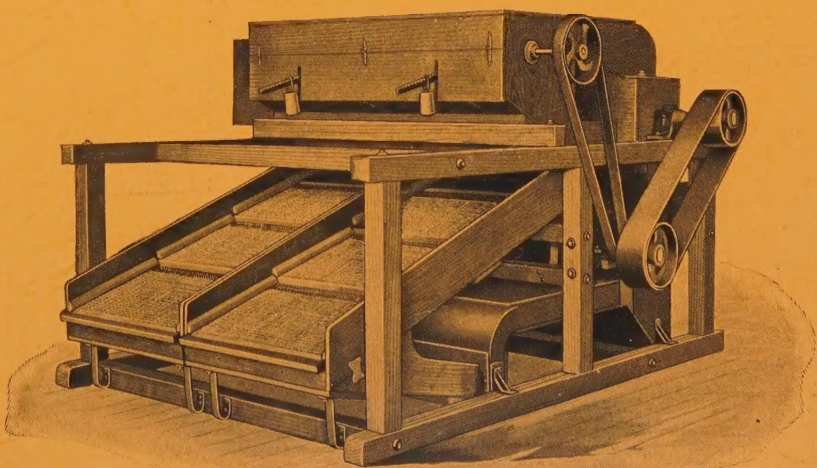
Grain Cleaners, Corn Shellers, Wagon Dumps, Chain Drag Feeders, Manlifts, Elevator Heads and Boots. A complete line of Power Transmission.

**The Philip Smith Mfg. Co.**  
SIDNEY, OHIO

*Write for our catalogue fully describing THE SIDNEY LINE*

ESTABLISHED 1859

A Corn and Grain Cleaner is generally placed in the top of the elevator or mill, and this machine was designed for plants having a very low Cupola. In placing a cleaner in the highest point in your plant you do not want a machine with any vibration whatever, as the arrangement of the shoes driven by opposed eccentrics form a counter balanced drive. The inlet and highest point of this machine is only 6 ft. 6 in.



The Sidney Twin Shoe Corn and Grain Cleaner



## A Special Belt for Elevating and Conveying Grain

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BELTING

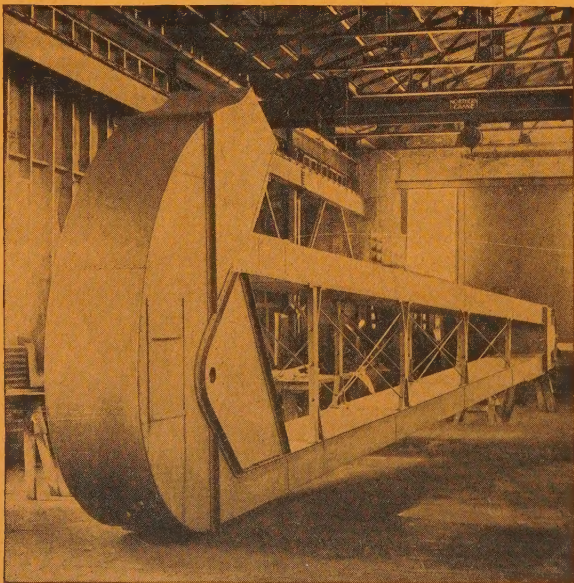


Are you interested in a belt which will not only give maximum service handling grain, but will also cause no trouble from bucket bolts pulling out, plies separating, or edge abrasion?

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Cut of WELLER Marine Leg. Catalog No. 20 describes other Elevating, Conveying and Power Transmitting Machinery. Write for a copy.

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